

TECHNOLOGY DEPARTMENT

THE COMMERCIAL MOTOR

FRIDAY, JUNE 5, 1959
ONE SHILLING

V109
#2814



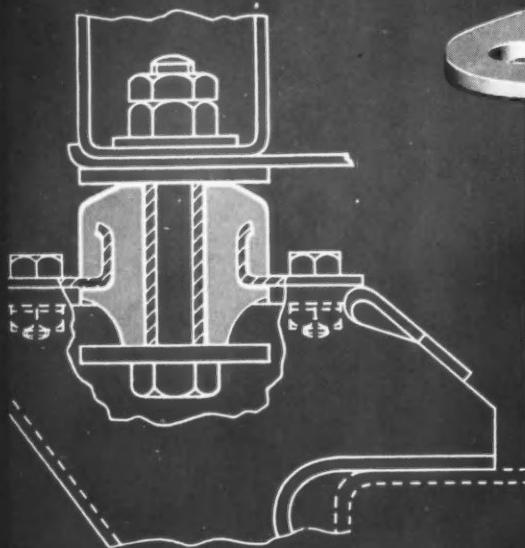
Van of all trades

THAMES

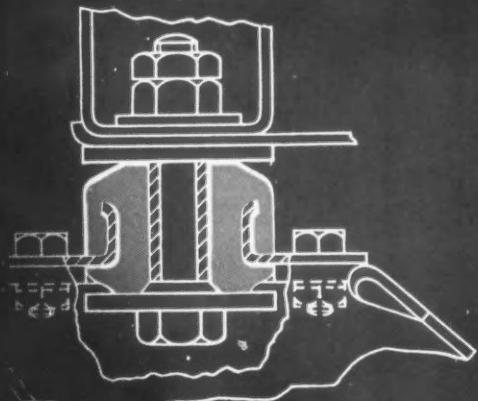
10/12 AND 15 CWT VANS

FORD MOTOR COMPANY LIMITED · DAGENHAM

Cab comfort



Extended rebound
mounting



Restricted rebound
mounting



METALASTIK CONTROLLED - REBOUND CAB - MOUNTINGS

As a result of prolonged study of the problem of providing the perfect cab-mounting, we have produced this patented unit which is giving excellent results.

The C.R. (Controlled Rebound) mountings not only eliminate the racking between cab and chassis which took place with rigid attachments, but also do a great deal to improve comfort and insulate the cab against transmitted noise.

The range covers units having various proportions of rebound travel to working travel: in general, one set of mountings have more rebound travel, the other set having restricted rebound for reasons of stability.

These mountings are compact and, of course, embody the characteristic Metalastik rubber-to-metal weld.

METALASTIK

METALASTIK LTD., LEICESTER

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Borough o
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KARRIE

Proved in Public Service for over 40 years!



Part of a fleet of KARRIER 'Gamecock' refuse collectors operated by the County Borough of Wigan, who have for many years employed KARRIER Municipal Vehicles with every satisfaction.

KARRIER Motors Limited are the largest suppliers of municipal vehicles in the country, their products, petrol or diesel engined, having proved their worth over a great many years in every kind of public service. This is not surprising, for a long and specialised experience coupled to the most modern of manufacturing methods provides the utmost in performance, economy, and reliability; all backed by efficient servicing facilities.

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of over
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Public
Authorities

**Lorries • Tippers • Refuse Collectors • Tower Wagons • Tractors
Gully Emptiers • Street Washers**

KARRIER

MUNICIPAL VEHICLES

SEE THEM AT THE CLEANSING CONFERENCE, BRIGHTON, JUNE 9-12



Balanced Wheels SAVE AT EVERY TURN!

The balancing of wheels has proved throughout the car world to be one of the most essential and necessary of services. Not only does it save on tyre wear, but it does much to cut down maintenance costs and provide smoother riding. Truly balancing has become motoring's most vital need!

How much more necessary is this, then, for the large commercial vehicles where unbalanced wheels can cause unnecessary tyre wear and place needless strain on axle and transmission bearings. Balanced wheels will prevent all this and at the same time allow faster and smoother running—a feature necessary for transport's tight schedules of to-day. Such a service is now made available by the Laycock Balancer—send now for details.

Laycock (Hofmann System) WHEEL BALANCERS

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WESTERN 8 Riverwood Road, Frenchay, Bristol.

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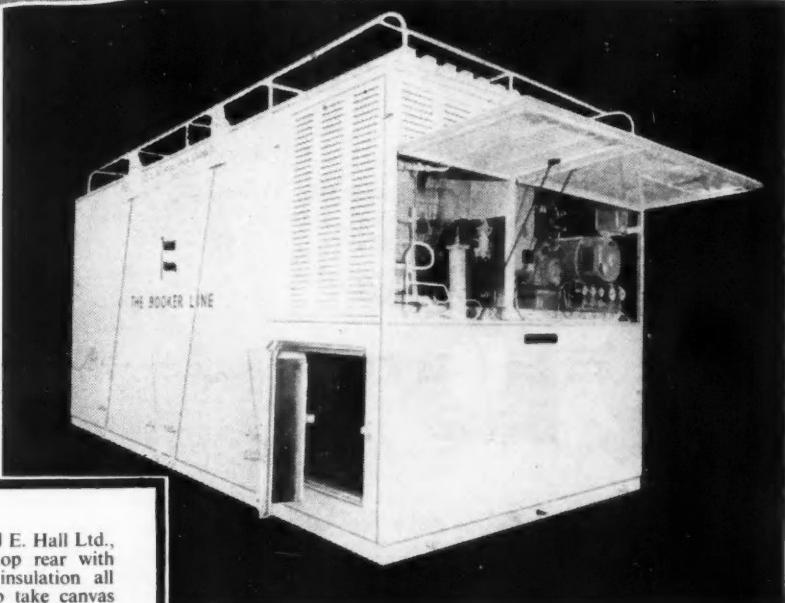
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NOW! a Homalloy refrigerated

CARGO CONTAINER



18' 6" cargo-container built for J. and E. Hall Ltd., with engine compartment at the top rear with cooler compartment below. 8" insulation all round with awning rails on roof to take canvas awning. Constructed throughout at the works of Homalloy (London) Limited, from Homalloy materials.

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QD...Q&A

- Q What exactly do you mean by QD?**
D It's a piston for re-vitalising tired engines.
- Q Tired?**
D After twenty or thirty thousand miles, especially on heavy duty work, most engines tire a little. Tiring is expensive. Your accounts are showing that several of your vehicles are heavy on oil. Your drivers are complaining of low power and are taking longer over their journeys. Fundamentally, that's largely due to cylinder wear.
- Q In other words, you think I need new pistons?**
D Probably. It depends upon the amount of wear involved. It is possible that the trouble can be cured with Duaflex alone.
- Q Duaflex?**
D The D part of QD. When piston wear is not

excessive you can fit Duaflex Rings to existing pistons to compensate for cylinder wear, restore power, cut oil consumption, and give thousands more miles of lively performance. All for about a sixth of the cost of a replacement engine.

- Q And if the pistons are badly worn?**
D Then new QD pistons are the answer, complete with Duaflex and Quickseat Top Rings. Your service engineer can determine the best course after measuring the bores and pistons. You can rely on these products curing the trouble. Wellworthy have been specialising in this field almost since motoring first began. Q.E.D.

If you have got vehicles in your fleet running up your lube oil bills, heavy on fuel and doing far too much low gear work, fit QD. Write now for literature and address of nearest Stockist to Dept. D6.

WELLWORTHY

THE CHOICE OF THE EXPERT

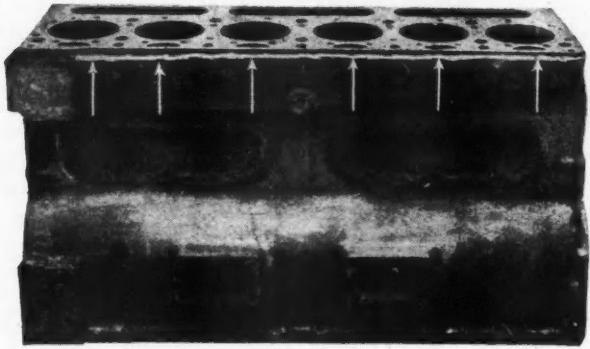
WELLWORTHY LTD LYMINGTON HANTS

BARIMAR

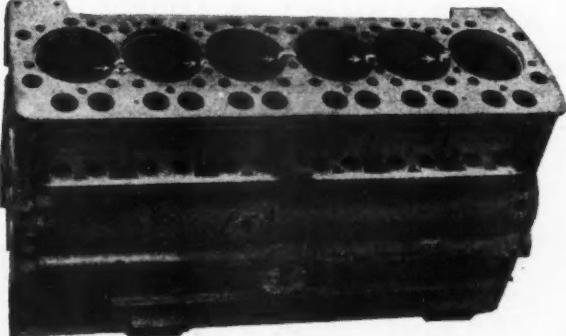
welds all Diesel Engine Parts

BARIMAR Ltd. have for many years devoted a special department to the scientific welding of all parts of large and small Diesel engines. Many of these jobs have been sent to Barimar from overseas.

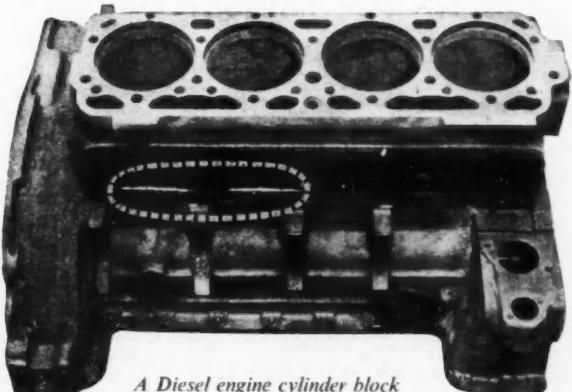
Engineers in charge of big Diesel engines used in Power Stations, Government Establishments, Factories, and Ships, as well as owners of smaller Diesels belonging to lighting plants, tractors and road vehicles, recognize in Barimar a prompt, speedy, inexpensive, and guaranteed welding service, for :



Frost cracked the water jacket of this Diesel engine cylinder block from end to end—Barimar repaired it at low cost within a few days.



The top of every liner housing in this cylinder block was cracked, and the repair called for the skill of Barimar experts. Scientific welding and accurate machining, by Barimar, made a permanent repair at far below the cost of a replacement.



A Diesel engine cylinder block accidentally cracked in a very awkward place—on the water jacket—just above the push rod housings. A Barimar guaranteed repair was the speedy, permanent and money-saving remedy.

Damaged Cylinders
Cylinder Heads Crankcases
Crankshafts

THE BARIMAR WELDING SERVICE
covers every type of Diesel
engine and every kind of
damaged part.

The pictures illustrate 3 different types of Diesel engine cylinder blocks used in road vehicles, received by Barimar for repair. The photographs were all taken in the Barimar Works the same day. Barimar scientifically welded these blocks with strength and accuracy, and returned them promptly to the owners, covered by the usual Barimar Money-back Guarantee.

Consign all Damaged Diesel and other Engine Parts carriage paid to the nearest Barimar address. Please remove all fittings and advise despatch. When damaged engine parts cannot be transported, a Barimar "Flying Squad" will operate ON THE SPOT.

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LTD.

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INSIDE STORY

We know all about the Aromatics that are inside the benzole, but what is it that the benzole is inside? The answer is a Steel Barrel tank. Those smart yellow chaps that trundle about the roads are made by the Steel Barrel Company, and fine neat little tankers they are, too. They have been mounted by us on various chassis. The 2000 gallon four-compartment tanker pictured above is on a Dennis. There is great pride of workmanship in these tankers and this has been established by years of careful and critical study until the current high standard and finish has come to be recognised as normal. And so it is. All tanks leaving the Uxbridge factory are of very high quality. You can notice it if you make comparisons. Quality tanks come from Uxbridge, phone us about it at Uxbridge 8535.

QUALITY
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GO
NATIONAL
BENZOLE

THE STEEL BARREL CO LTD
UXBRIDGE · MIDDLESEX · ENGLAND

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"NOW... this is a low loader!"

"Sure. The lowest on the road, and as steady as a rock. Just reach for one of those crates and see how easy it is to get at."

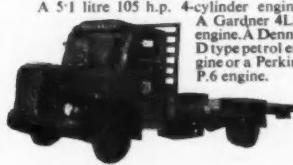
"This is my lucky day. I'll have the lot off in a jiffy while you sit there in comfort."

"Comfort's the word! Cushioned seat. Perfect driving position. Easy in and out, and the three-man cab's been restyled with a one-piece screen. DENNIS is a driver's paradise."

The DENNIS range of commercial vehicles covers literally every type from light vans to giant 8-wheelers... with bodywork for every conceivable purpose.

The name DENNIS, too, is synonymous with quality, with a standard of craftsmanship in which the words: 'hand-made' play a great and important part. That is why the world's really BIG transport operators base their fleets on DENNIS.

Choice of four engines
A 5.1 litre 105 h.p. 4-cylinder engine.
A Gardner 4LK engine. A Dennis D type petrol engine or a Perkins P.6 engine.



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LOW LOADER**
for 5-6 ton loads

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The Luton Van illustrated was "Capital" designed and built on one of the new Bedford 35 cwt. chassis/cabs. The interior is lined to provide extra protection for the load. The chassis is available with a petrol or diesel engine.

Fifty years practical experience in the commercial vehicle field helped us to ensure outstanding value for this customer. May we help you?

The specification of this or of any other special bodywork will be gladly supplied.

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The big 14 oz. Hero Fire Extinguisher costs only 15/6d complete with smart, red fixing bracket. They are sold by hardware stores and garages, and there are special terms for bulk purchases, details of which will be sent on request.

Hero uses CBM, the modern extinguant that fights any type of fire. Hero is completely sealed, so that it can't leak or lose strength. And you can buy replacement Hero containers for only 12/6d.



Have you seen these other Hero helps yet? For 4/6d you can buy Hero Insecticide or Hero Air Freshener. Hero Spot Remover and Hero Oven Cleaner cost 5/- each. And the big Hero Medicated Cold Relief is 7/3d.

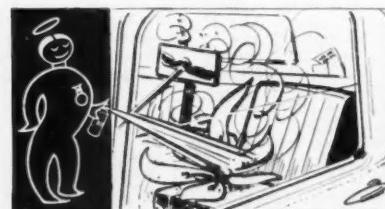
you can have effective fire protection for only 15'6



Have a Hero Fire Extinguisher at hand, ready to cope with situations like this before they get out of control. Saving a vehicle is worth more than 15/6d.



Fire hazards are everywhere, and even a tiny fire can soon get out of hand. Be ready to nip fires in the bud with a Hero Fire Extinguisher.



Hero fights all types of fire; oil, petrol, paint too. And you can be sure you won't get an electric shock through a Hero jet. Let Hero give you real fire protection.

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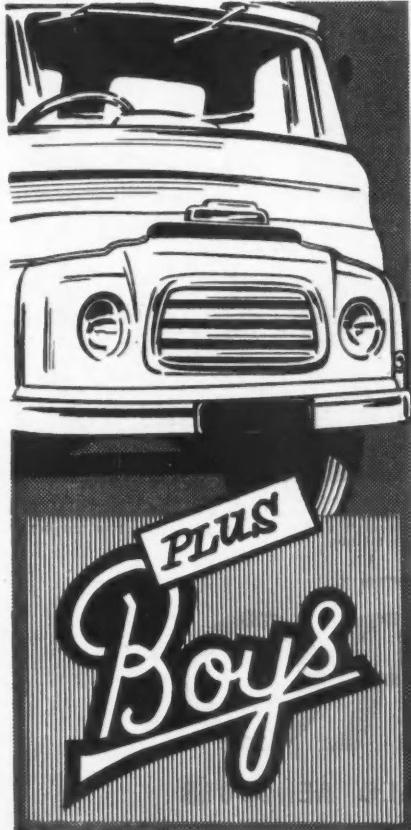
This illustration shows a Mann Egerton Breakdown Body on an Austin 5 ton Chassis. Fitted with all the equipment necessary for dealing with breakdowns wherever they occur, it is one of a range of breakdown vehicles made by Mann Egerton capable of dealing quickly and efficiently with breakdowns to all types of vehicles from light cars to heavy trucks.

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Boys 3rd Axle is the lowest priced genuine 4 spring suspension in Britain.

BIGGER PAYLOAD

An increase of up to 50% in payload.

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Tests show a great reduction in ton/mile fuel consumption.

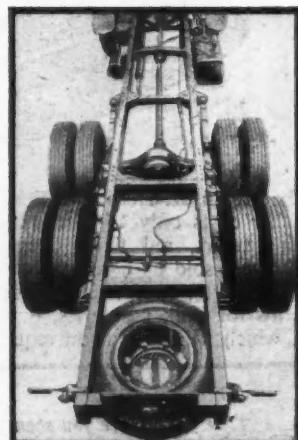
BETTER BRAKING

Independent Hydrovac controlled by the master unit and fully graduated from normal foot pedal, gives increased efficiency on braking, hubs and tyre performance.

GREATER STRENGTH

Double springs and FULL WIDTH axle for greater strength means Boys 3rd Axles are better equipped than any other for really tough jobs.

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Above shows the famous 3 point suspension and the integrated Hydrovac braking system.

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W. & W.

The real, solid, day in and day out dependability that saves trouble, time and money—that's what you get with these Foden concrete mixer chassis, as with all Fodens. They're up to date in every technical detail and offer scope for a wide range of requirements.



4-wheel Chassis with 3½ cu. yard Mixer,
4 cu. yard Agitator. Engines available
74, 95, 100, 112 and 150 B.H.P.
Gearboxes available 5, 6, 8 and 12 speed.

ALWAYS
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**CONCRETE
MIXER
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6-wheel Chassis with 5½ cu. yard Mixer, 6 cu. yard Agitator. Engines available 94, 100, 112 and 150 B.H.P. Gearboxes available 5, 6, 8 and 12 speed.

The mixers shown are by Stothert & Pitt Ltd., of Bath. Other makes are available.

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Irish farm roads can be rugged in bad weather, and milk must always be handled under conditions of strict hygiene—two good reasons for the choice of this APV stainless steel milk tanker for bulk farm collection service in Northern Ireland.

Sturdily built and resiliently mounted, an APV stainless steel or aluminium tank will frequently outlast three chassis, effecting a considerable long-term capital saving.

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For established shopkeepers who wish to expand and for newcomers seeking a sound business venture, there's no better investment than the High-Top Mobile Shop.

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June 5, 1959

THE COMMERCIAL MOTOR

13

80,000 reasons why...



6-ton drop frame. Bow front van-type body.



525 cu. ft. capacity grain hopper.



10-ton straight frame. Drop sided body with tubular headboard.



11-ton straight frame. Flat platform body.



2,000 gals. frameless 4 compartment spirit tank.



11-ton straight frame. Box body with roller shutters.



The Scammell Mark II automatic coupling with servo-controlled release mechanism which ensures instantaneous and effortless uncoupling.

Over 80,000 Scammell automatic coupling semi-trailers have been sold in the past twenty-five years. That's the proof of Scammell leadership in semi-trailer production. Customers who buy Scammell, buy and buy again. The reason is obvious. Scammell's wide experience enables them to build to the highest possible standards and yet their quantity production ensures rock-bottom initial cost.

Every type of semi-trailer can be supplied fitted with retractable undercarriage for payloads from 6-12 tons and a joint guarantee operates when they are used with tractors of approved makes fitted with Scammell automatic coupling gear. When buying semi-trailers it always pays to consult Scammell—the semi-trailer leaders.

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- ★ All welded frames with tubular cross-members giving lightness with strength.
- ★ Matched design and balanced braking for maximum efficiency and safety.
- ★ Tubular axle cambered to reduce tyre wear.
- ★ Low initial cost.

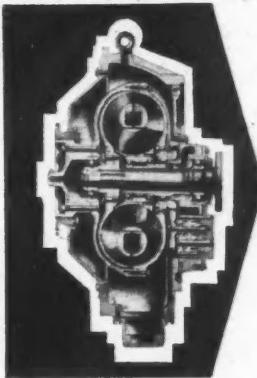
SCAMMELL TRAILERS always lead

SCAMMELL LORRIES LTD.

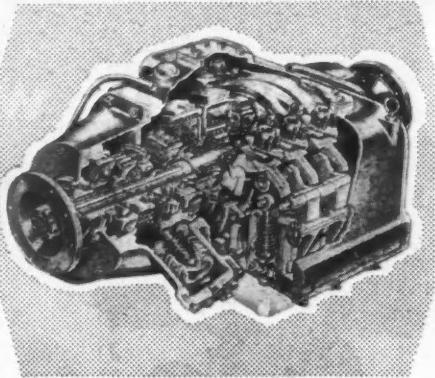
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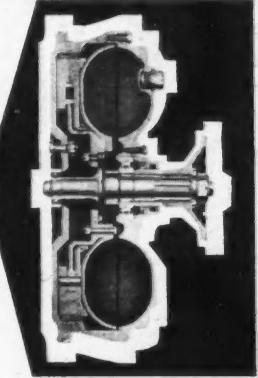
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NOW YOU CAN SEE ALL THE ROAD BEHIND YOUR VEHICLE thanks to the

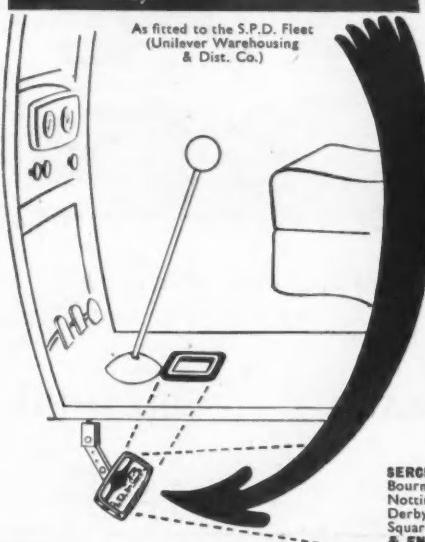
NOTEK REVERSASCOPE

At last a real solution to the problem of reversing has been found. The driver looks straight down through a viewing cover in the cab floor, into the mirror below, to obtain a clear panoramic view of what is going on directly behind the vehicle, both close up and in the near distance—the part of the road that can't be seen in the normal exterior mirrors.

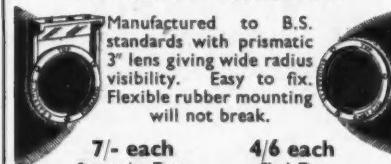
The NOTEK "REVERSASCOPE" consists of a viewing cover (8½" x 6") with a robust convex mirror (9" x 5½").

Price £7 4s. Od.

As fitted to the S.P.D. Fleet
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BMC GENUINE PARTS

are identical with new and are built by the same specialist methods of production and to the same high standards of machining. You can always rely on B.M.C. Genuine Parts.

Warranted for 12 Months

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BUILT VANS FOR THE CARRIAGE OF EVERY COMMODITY.
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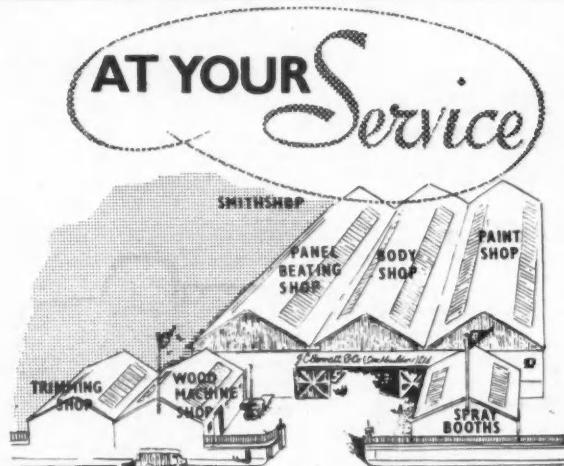


A FEW OF
THE MANY

**SPECIFY OUR WORK — AND
THE BULK OF YOURS IS DONE!**



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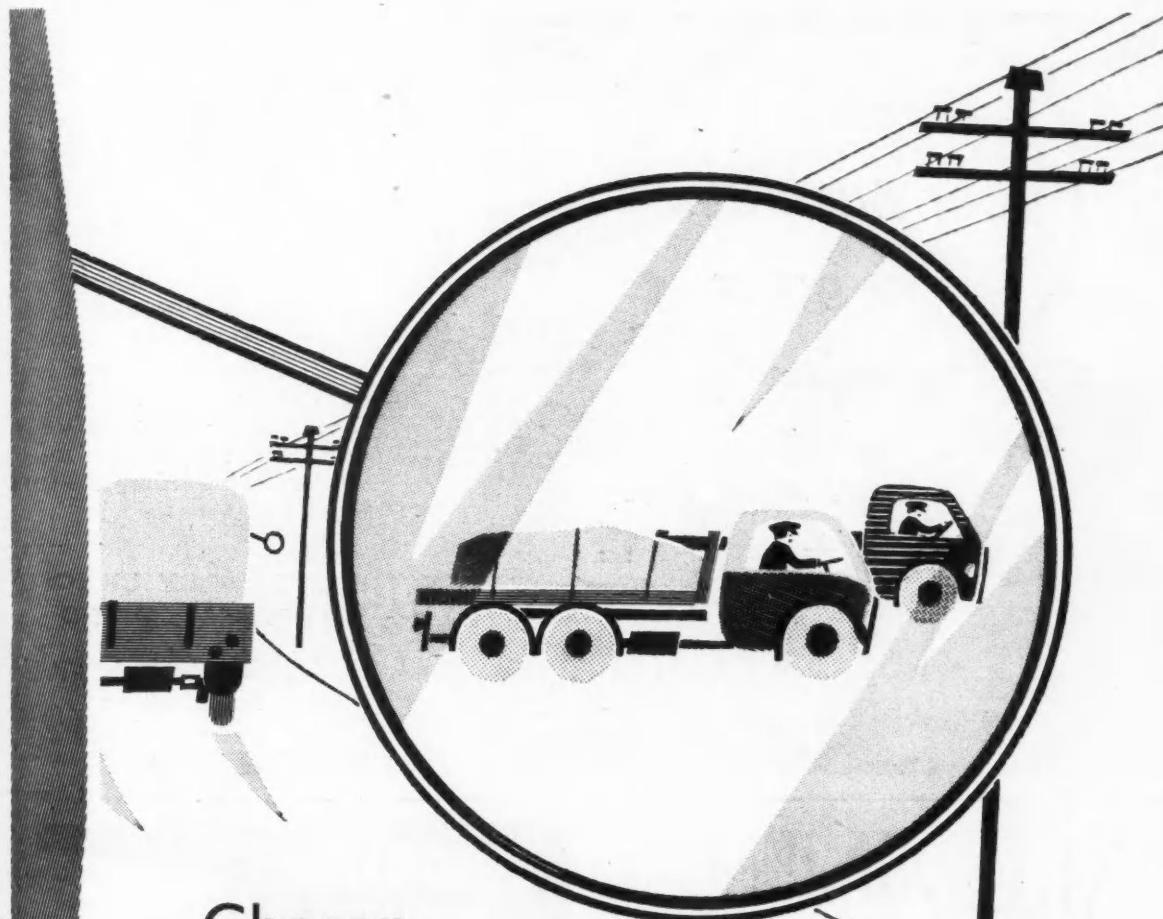
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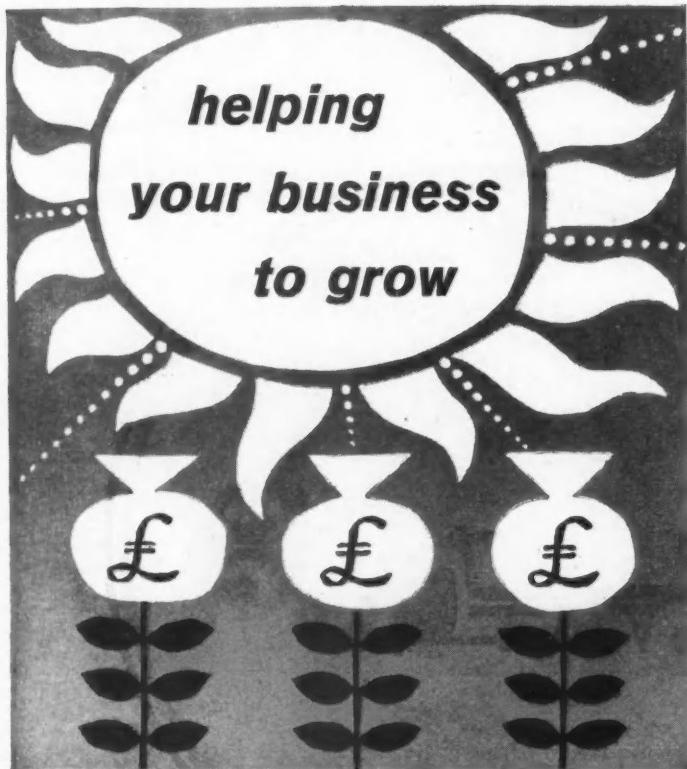
Exide KHV

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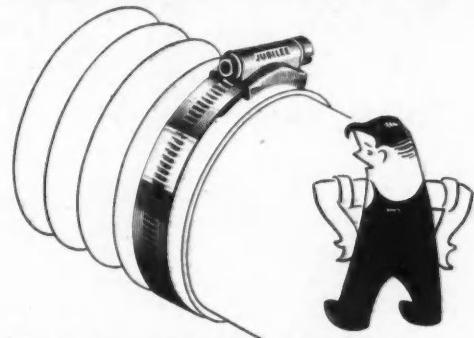
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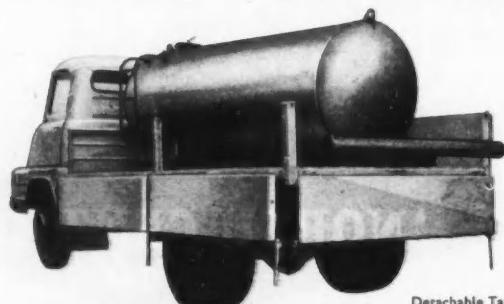


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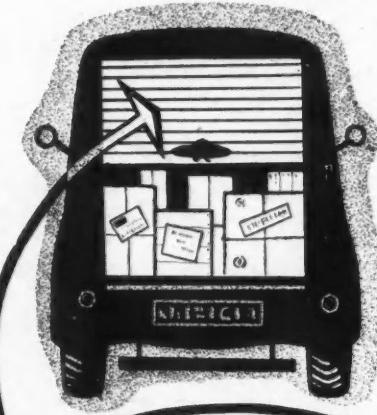
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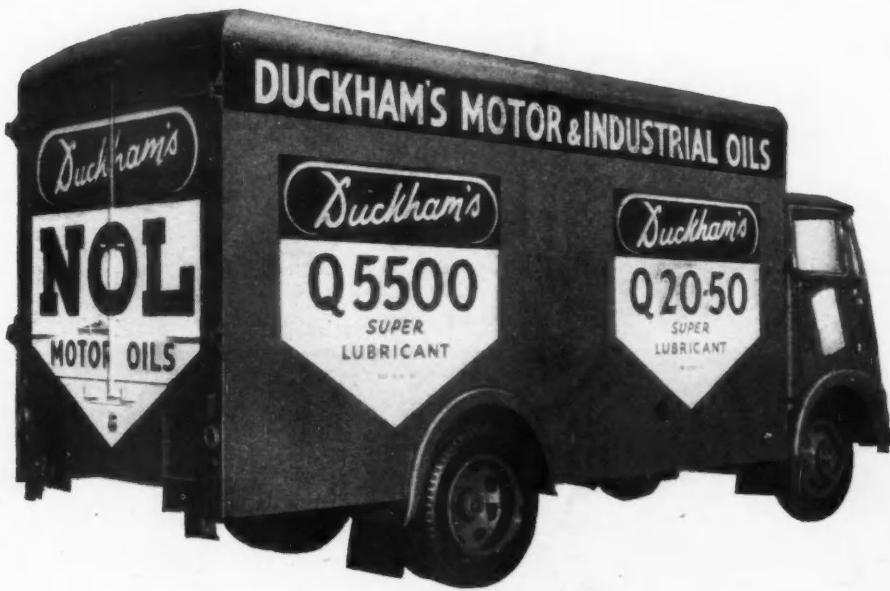
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All at C

WHAT are C-licensees to make of the apparently conflicting attitudes towards them adopted on the one hand by Sir Brian Robertson, chairman of the British Transport Commission, and on the other by the Commission's fanatical supporters?

Sir Brian, who in the past has been vigorously rebuked by the Traders' Road Transport Association for what have been held to be attacks on ancillary users, is now trying hard to appease his potential customers. His good intentions are, however, being defeated by political and trade-union zealots who are concerned more with ideology than with business facts.

It is not to be supposed that the Commission have ceased to fear C-licensees. As Sir Brian said last week in an address to the National Union of Manufacturers, one of the main difficulties of the railways in recovering lost traffic is that traders are carrying it in their own vehicles. He emphasized that this was no implied criticism of, or an attack on, C-licence holders, who were the Commission's biggest potential customers. It was a question of fact.

Public Transport Threatened

Between 1948 and 1958, the estimated carrying capacity of C-licence vehicles over 2½ tons unladen rose from 466,000 tons to 1½m. tons, whereas there was little increase in the carrying capacity of public road transport and a decline in rail traffic. If, said Sir Brian, the country's fleet of the larger C-licence vehicles continued to expand at the present rate, public transport would eventually be almost eliminated.

The first casualty would be public road transport, because the C-licence vehicle competed directly with the A-licence lorry offering a similar type of service. The railways would be in a slightly better position, because in some cases they provided facilities that could not easily be matched by road transport.

Thus, the chairman of the Commission sprang to the defence of free-enterprise hauliers, as well as of British Road Services. On the same day, Mr. R. Morton Mitchell, chief executive officer of the Road Haulage Association, reversed the rôle and championed the cause of the ancillary user against an attack by Mr. R. J. Gunter, president of the Transport Salaried Staffs Association.

Commission's Chairman Courts C-licensees While State Transport Supporters Attack Them

Mr. Gunter had claimed that thousands of vehicles, particularly of 2½ tons unladen and over—by a coincidence the criterion of weight chosen also by Sir Brian—

were operating unnecessarily and should be integrated into a national system. Mr. Morton Mitchell, as many others must have done, construed this as an attack on the traders' right of choice of transport.

It may be significant that the spokesman of free-enterprise hauliers has less fear than the leader of the State-owned transport system of the growth of ancillary fleets. Sir Brian admitted that many producers of consumer goods had lost confidence in the railways and their preference for road transport would not be easy to alienate, despite the "demonstrably better" rail service now being given. On the other hand, the professional haulier's stock has never been higher.

Anti-nationalization

Free-enterprise hauliers have the moral support of every manufacturer and trader who is opposed to the principle of nationalization—an attitude that psychologically extends itself to resistance to industries already under State control. This is a handicap under which the Commission labour, and Sir Brian recognizes it.

So long as trade unionists and politicians urge and threaten the restriction of C-licence transport, antipathy by trade and industry towards the State undertaking must be expected. The Commission's most rabid supporters are, in fact, its worst enemies. Among them are people such as Mr. Gunter, who rely on State transport for their livelihoods, but whose view of the nation's general transport needs is as distorted and curtailed as the scene from a railway booking-office window.

The railways' ability to instil confidence is undermined also by the decision of the National Union of Railwaysmen to withdraw from joint consultation with the Commission from June 30, as well as from British Railways' Productivity Council.

On Sir Brian's own admission, one of the most serious problems of the railways is to ensure that terminal handling is efficient, prompt, economical and safe. It can be solved only with the goodwill of the staff, which, on the present showing, is rapidly declining. It is against this background that the compulsory direction of traffic from road to rail is mooted.

O.S. Vindication

LIMITED experience of abnormal indivisible loads on Preston by-pass has justified the forecast by the road haulage industry that they would cause no hindrance or danger to other traffic on motor roads. Mr. Harold Watkinson, Minister of Transport, has graciously admitted his error in banning outsize vehicles except by special dispensation from the chief constable of Lancashire, and now proposes that loads up to 14 ft. wide should be permitted to be carried freely on future motorways and, after August 1, on Preston by-pass.

The only condition is that notice of an intended movement must be given to the highway and police authorities, in accordance with the Motor Vehicles (Authorization of Special Types) General Order, 1955. Journeys will also be subject to police direction. Loads wider than 14 ft. will, subject to Parliamentary approval, be permitted if they are authorized under an individual Order made under Section 3 of the Road Traffic Act, 1930.

As abnormal indivisible loads have created no dislocation on Preston by-pass, which carries only two lanes of traffic in a 24-ft. carriageway in each direction, they must obviously be entirely acceptable on roads built to full motorway standard, with three traffic lanes in each 36-ft. carriageway. The Minister's acknowledgement of this fact is welcome and is consistent with his

policy of building roads primarily to facilitate the country's trade and industry, rather than to provide race tracks for a minority of enthusiastic motorists with fast cars.

His decision to perpetuate unrestricted speeds on motorways (except in the case of vehicles drawing trailers with fewer than four wheels or with four close-coupled wheels) is also to be applauded. Good discipline on motorways is far more conducive to safety than limited speed.

Experience suggests that relatively few vehicles travel at greater speeds on Preston by-pass than they do on normal good main roads. Traffic-lane discipline, however, leaves something to be desired. There is a woeful tendency for slow drivers to monopolize the off-side fast lane and to show in other ways that they have not read the Motorway Code.

If serious accidents are to be avoided, the Code must be strictly enforced. For at least the first few months after the London-Birmingham motorway has been opened there should be continuous police patrols in cars with public-address systems, to correct drivers' faults and to shepherd traffic into the appropriate channels. Public remonstrance should have a salutary effect on heedless drivers. If it does not, the police should press for maximum penalties in the courts for careless driving.

Passing Comments

The striking and cleverly designed operations room of the Automobile Association at Fanum House. Skilled men line each side of the elliptical staircase.

All Aboard at Fanum House

AN important milestone in the progress of the Automobile Association was reached with the opening last week of what may be termed the "reconstituted" national headquarters—Fanum House, Leicester Square, London.

Half a century ago a small suite was taken at the present address. Now the building occupies the entire island site, and has been redesigned in every detail from a basement car park for operational vehicles to a 60-ft. radio mast on the roof. Baronial halls are virtually eclipsed by the spacious and well-furnished reception rooms for visiting members amongst the 2,200,000 who will benefit by the great improvements in a service which was already excellent, and one reception office will be open throughout the 24 hours to provide for emergencies.

The nerve centre of the radio-controlled road and other aids now operates over an area of 47,000 square miles. It comprises a most cleverly designed operations room, seen from the entrance hall through a wide, curved-glass screen. Here, in map-lined cubicles arranged in step formation around two semi-elliptical staircases, are the 30 men who are trained to answer almost every conceivable question.

A30



The telephone exchange, one of the largest and most modern automatic switchboards in Britain, can handle more than a million incoming calls a year. A teleprinter centre links 34 A.A. offices through four group centres, whilst messages can be sent to any part of the building by a pneumatic-tube system in which the carriers are electronically guided.

In the underground park a turntable permits goods vehicles to drive directly into the basement without reversing.

There are nine main floors, a new central staircase, and one for the staff, and four new lifts. Even the main entrance has been changed and is now on the Leicester Square frontage.

Fleet Standardization on an Island

FOR the whole public transport of an island to be powered exclusively by one make of engine in one make of chassis is something of a feat, even if the island be Bermuda, which is only 24 miles long and has a maximum speed limit of 20 m.p.h.

The fleet of the island's Public Transportation Board, based at Hamilton, is comprised of 70 Seddon buses with Perkins engines. Twenty are 25-seaters with four-cylindered P4 units, and the others have 35 seats and six-cylindered P6 engines. The Board previously owned 20 buses of another make, also with P6 units, and when these went out of service their engines were removed and are either still in use or in the fleet's engine "float." Most of the large buses have underfloor units, but several are at the back, the latter models being used mainly for sight-seeing, for which they have been found particularly suitable.

During 1958 the fleet carried nearly 3½m. passengers and covered over 1½m. miles. The revenue totalled some £205,000 and resulted in a net profit of a little more than £24,000. The director of the Board, Mr. J. G. Woodall, has pointed out that, owing to the speed limit and many stops, the vehicles can average only 12 m.p.h. and the total year mileage of each bus is about 20,000. But the first 10 Seddon buses, delivered in 1950, are still going strong with their original engines, and he cannot recall any serious loss of time as a result of failure of any power unit. It is of interest to note that, because of the narrow roads, the smaller vehicles are limited to a width of 7 ft. and the larger to 7 ft. 6 in.

Gingering Up Schweppes

THE police in London are entering with vigour into the scheme for saving kerb space, but not quite in the way that was intended by its progenitors. This was shown recently in Berkeley Street in the early afternoon while the

driver of a Schweppes van was delivering at a club and came out with some empties to find that his van had vanished. Soon he was informed that the police had removed it, as they are doing so frequently in the case of cars. The descent upon the vehicle must have been made very rapidly, as the delivery and collection took only a few minutes.

For trade and industry to be pestered in this way is bringing matters to a pretty pass and shows a lamentable lack of appreciation by the police of the difficulties facing those who have to maintain supplies to business and other premises. If this procedure spreads even the police canteens may find themselves running dry.

Pills to Keep Drivers Lively

THE police in widespread areas in America are taking action against suppliers of amphetamine drugs, known as "goof balls," to lorry drivers. This is the result of a two-year investigation begun after a man complained that his son's health had been ruined by such drugs bought at a driver's halt.

Agents of the Departments concerned posed as truck drivers in gathering evidence, and the charges involve the sales of from 10 to 1,000 tablets at a time. A drug firm is also being charged with the alleged offences of dispensing these in unlabelled bottles and without prescriptions. Evidence of huge profits is said to have been found, and that pills bought wholesale at about 27s. per 1,000 were sold to drivers at 7s. 6d. each. The pills are said to be dangerous because they permit continued activity beyond the normal point of exhaustion.

Several of the defendants have already been found guilty and sentenced to terms ranging from one to eight years, although in most cases where these have been on several counts the sentences have been made concurrent, so that not more than a year will be served.

One Hears—

That whatever the Socialists may say, elections have not been won by ("or on") beer alone.

That some elections can be the "bier" of many hopes.

That the driving test scheme of the Ministry of Transport has cost over £5m. in the 12 years up to April, 1958.

That fees for the driving tests amounted to £4½m.

That the "C.M." spells military "tanks" with a capital "T" because, in the motor industry, there are so many references to other forms of tank.

From the U.S. Bureau of Public Roads, that American oil-engined "heavies" used 12-20 per cent. less fuel than corresponding petrol-engined vehicles.

That the percentage saving with most British vehicles is certainly much higher than this.

That the beauty spots used to enhance the appearance of our ancestors were black, and many of Britain's beauty spots of today are black patches for traffic.

That in 10 years industry has risen by two-fifths, transport by one-third, and agriculture, distribution, insurance, banking and professional services about a quarter.

With relief that the moon is to be bounced off—not bumped off.

That the distant prospect of bus services there for the expected crowds of visitors may not be all moonshine after all.



"All right, wise guys, who started it?"

Law is at Fault—Not Bulk Liquid Transport —says Mr. Williamson

INCREASES in unladen weight during the currency of special A licences were again the subject of legal argument at Manchester, last Friday, when Bulk Liquid Transport, Ltd., Gildersome, applied to transfer four articulated tankers from special A licences to a public A licence. Two points of general interest were raised.

The first was a contention by the British Transport Commission that substitutions involving a change from rigid vehicles and trailers to articulated outfits, although within the permitted weight, were not applications that a Licensing Authority was bound to grant. This was not accepted by the North Western Licensing Authority, Mr. F. Williamson.

The second, put forward by the independent objectors, was that if Bulk Liquid Transport practices were upheld, they intended to increase their tonnage by the same means. Such a development could, if the application were granted as sought, lead to further complications before the last special A licence expired.

Mr. A. Goss, for Bulk Liquid Transport, said the shares of the company were now all held by the Bradford Dyers' Association and Cawood Wharton and Co., Ltd. They were seeking what was, in effect, a straight renewal for four vehicles by replacing special A licences by a public A licence.

Mr. B. Skelly, transport manager, cross-examined by Mr. A. W. Balne, for the Commission, agreed that two of the vehicles assigned by Woodcock's Transport in July, 1957, were "flats," replaced almost immediately by articulated outfits, the semi-trailers surrendered being on separate licences.

Vehicles Converted

Mr. Balne said none of the fleet was originally a tanker. All had been either rigid or articulated platform vehicles. Bulk Liquid Transport had used two methods of conversion. Either a vehicle bought under special A licence was, after assignment, altered to a tanker by substitution within the permitted weight and later fitted with a larger tank, or the company acquired a rigid vehicle from one place and a drawbar trailer from another, and varied the licence by introducing an articulated outfit.

It would not have been operationally possible to do their present work if they had used the vehicles as assigned.

A vital point of principle was involved, for the grant of a vehicle and drawbar trailer should not entitle an operator to use an articulated vehicle under special A licence. If a Licensing Authority was bound to grant such a substitution, the intention of the law was defeated, although it would be very convenient for the Commission if, with many general goods vehicles and trailers standing idle, they could, as of right, convert them into articulated tankers and low-loaders.

This would be a solution of the difficulties of British Road Services, but in their view it was not lawful. Either an assignee should operate the same vehicle or he should apply for a public A licence. Such substitutions were applications a Licensing Authority was not bound to grant and should have been brought to public inquiry.

A32

The applicants' argument that the Licensing Authority was not concerned with the total unladen weight of an articulated outfit, because part of it was a semi-trailer, might apply to the 1933 Act, but there was nothing in the 1953 Act which entitled a Licensing Authority to identify a vehicle by type. The criterion was unladen weight.

The 1953 statute plainly intended that vehicles should not exceed the original weight specified in the registration book, and any increase should involve an application for a public A licence.

Such methods of entering the tanker industry were irregular, and were defeating the intention of the statute.

Mr. H. D. Mace, for A. S. Jones and Co., Ltd., and Reliance Motors (Diesel), Ltd., said the application was of great importance, for if the Licensing Authority said Bulk Liquid Transport were right, the objectors intended to increase their fleets by the same means.

Nineteen vehicles had been brought into the North Western Traffic Area in direct competition with existing operators without having to prove need. If these vehicles had been restricted to their original unladen weight the additional tonnage carried would have been available to the objectors.

Quarrel with Act

The objectors were aggrieved, said Mr. Goss, but their quarrel should be with the Act—not with the applicants. There was no goodwill with special A licences and purchasers had to find traffic.

Everything had been done with the full knowledge of the Licensing Authority. All substitutions were notified and one was the subject of a public inquiry. There was evidence that the vehicles were fully occupied and the application should be granted.

Reserving decision, Mr. Williamson said that he agreed with Mr. Goss that the objectors' complaint was against the law rather than the company. Neither the 1933 nor 1953 Act referred to articulated vehicles as such. On the question whether Bulk Liquid Transport had fully disclosed their intentions when applying for substitutions, the whole matter would be reviewed.



Mr. T. G. Gibb.

Mr. T. G. Gibb to Head B.R.S.

THE successor to Maj.-Gen. G. N. Russell as general manager of British Road Services on October 1 will be Mr. Thomas George Gibb, who entered road transport in 1945. Gen. Russell is to become a member of the British Transport Commission.

Born in 1915, Mr. Gibb is at present manager of the North-Eastern Division of B.R.S. He joined the L.N.E.R. in 1933 as a traffic apprentice. At the beginning of the war, he served in the Transport Division of the Royal Engineers, but later joined the Transport Department of the Ministry of Supply. Subsequently he was Yorkshire Regional Transport Officer.

In 1945 he joined Currie and Co. (Newcastle), Ltd., becoming director and general manager in 1947. After nationalization he was appointed Western divisional traffic officer at Cardiff, deputy chief traffic officer at headquarters, deputy chief officer, organization, and, in 1956, to his present post.

BIGGEST ELECTRICAL LOAD

BELIEVED to be the heaviest electrical load yet transported in this country, a stator, for the High Marnham power station, near Tuxford, Notts, left the works of The English Electric Co., Ltd., Stafford, by road on Saturday.

The stator, for the first of five reheat turbo-generators, with its transporter, weighs 220 tons. Transport arrangements are in the hands of Robert Wynn and Co., Ltd., Manchester, who are using a 143-ft. long transporter for the job.

The load is expected to arrive at High Marnham on Sunday after a nine-day journey.

TYRE PRICES INCREASED

TWO major rubber manufacturers, the Dunlop Rubber Co., Ltd., and Firestone Tyre and Rubber Co., Ltd., this week announced a price increase of 2½ per cent. throughout their range of tyres.

The Dunlop increase became operative on Monday and Firestone's price change came on Wednesday.

Increases will affect tyres, tubes and flaps, and remould process prices—and a Dunlop spokesman told *The Commercial Motor* the increase was "purely due to the rise in the price of rubber."

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What do Wallasey say
about their Atlanteans?



"20 buses will save
£5,000 a year"

SAYS THE TRANSPORT GEN. MANAGER

"Fares collected in
much less time"

SAY ALL THE PLATFORM STAFF

"Drivers have no other words
but utter & deserved praise"

SAYS THE BRANCH SECRETARY
OF THE T. & G. W. UNION

"They are warm, safe and
comfortable, we want more"

SAY THE PASSENGERS

Wallasey created history by becoming the first municipality operating the most advanced bus in the world...the Leyland rear-engined 'Atlantean'. Passengers are enthusiastic about safety features like low-step entry, power-operated doors and wide shallow stairs; the working staff praise the labour-saving layout; while the Transport Department appreciates the big operating savings. And, at Leyland, we are happy to report £2,500,000 orders from other operators!

Leyland 'ATLANTEAN'

73-seater (unladen height 13' 4") or
78-seater (unladen height 14' 4")

LEYLAND MOTORS LTD., Sales Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1.

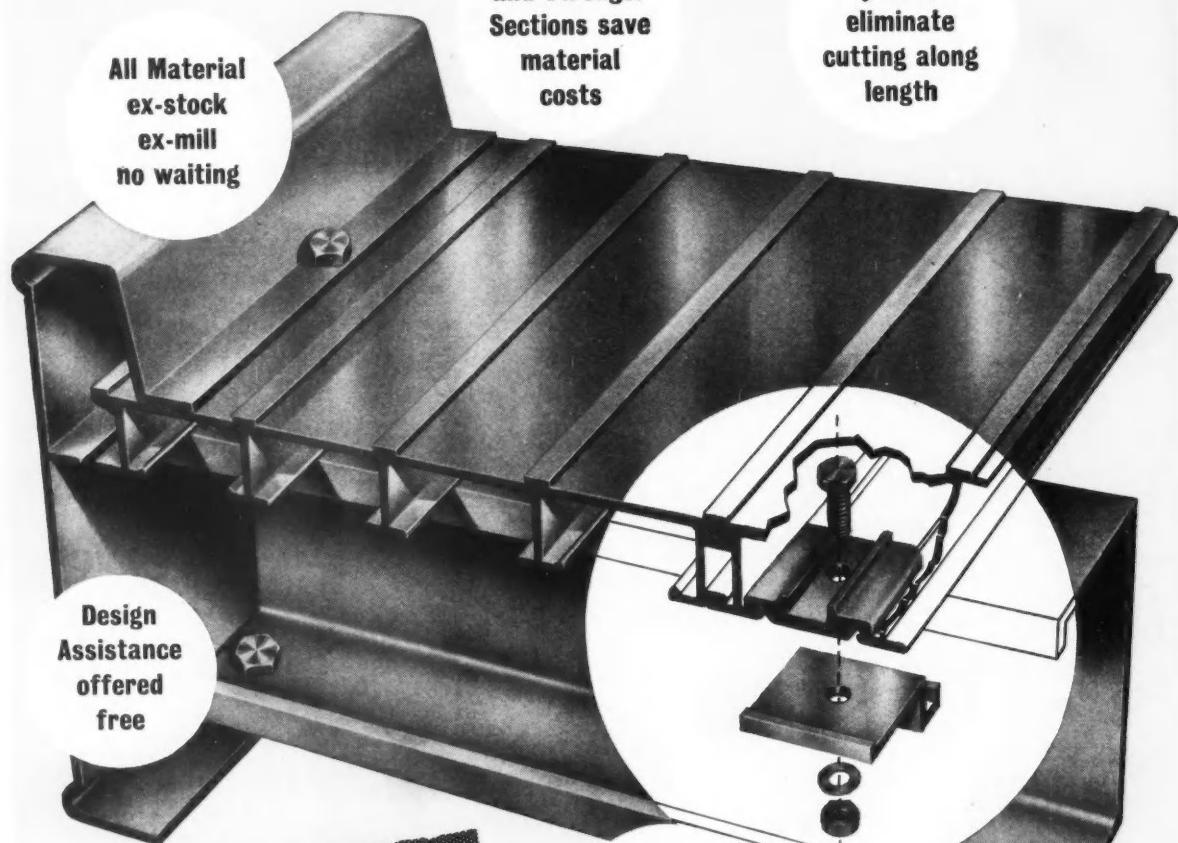
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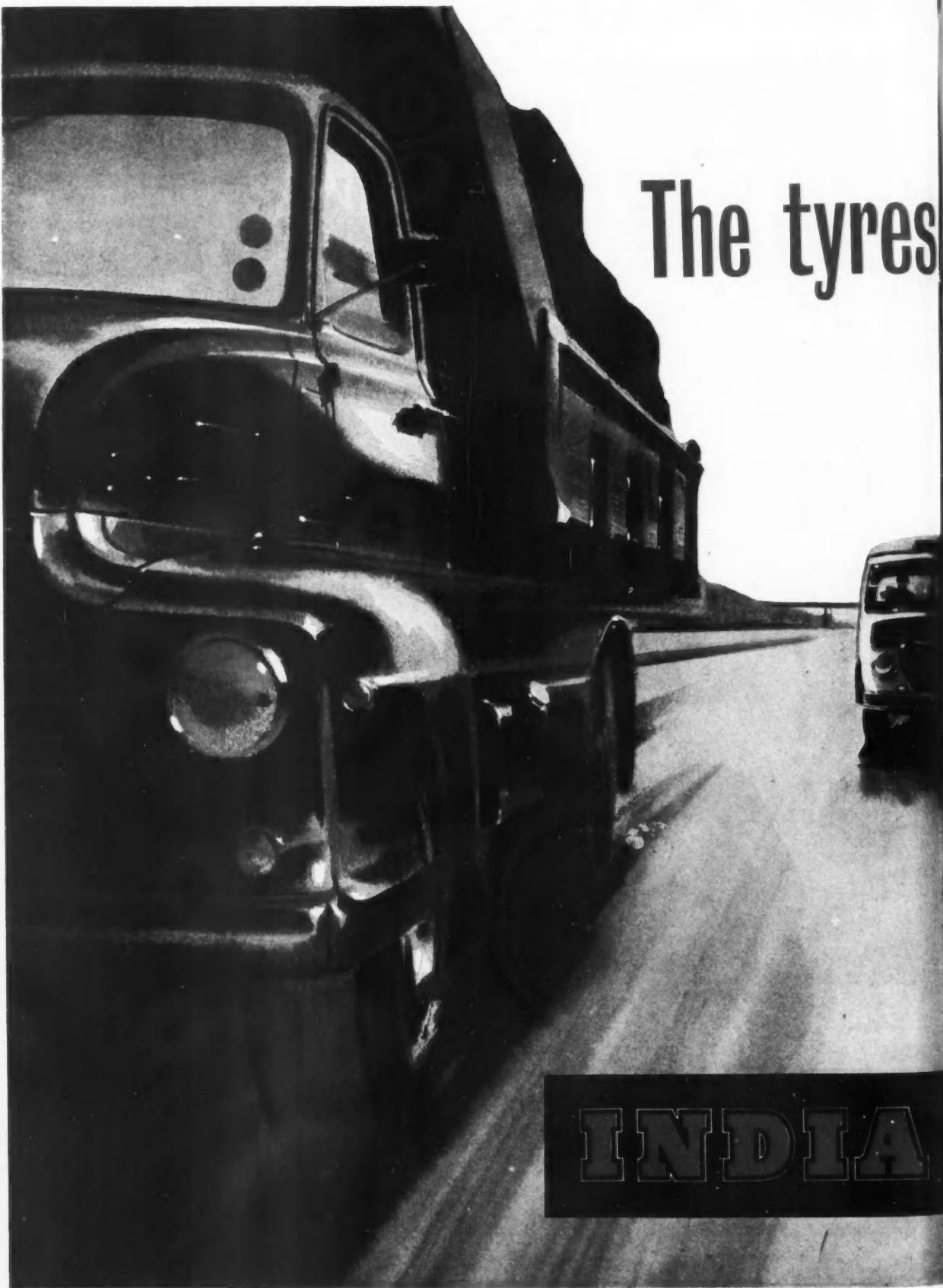
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THE CAPE ASBESTOS COMPANY LTD 114 & 116 PARK STREET LONDON W1 GROSVENOR 6022

Colour 4

THE COMMERCIAL MOTOR

The tyres for



INDIA

Re

Yres for the load in a hurry at lowest cost per mile

The new motorways are here, more are on their way. This will speed up traffic and speed up transport. This is all to the good for transport operators. But long runs at maximum speeds with heavy loads will put extra strain on tyres. That's why you need INDIA Red Flash Giant Tyres - the tyres that have been specially built with an entirely new casing design and tread compounds to give greater strength and resiliency, cooler running and longer life at lower cost per mile. Laboratory tests and actual users have proved this to be true.

COOL RUNNING UNDER LOAD PREVENTS TYRE BREAKDOWN ON THE ROAD

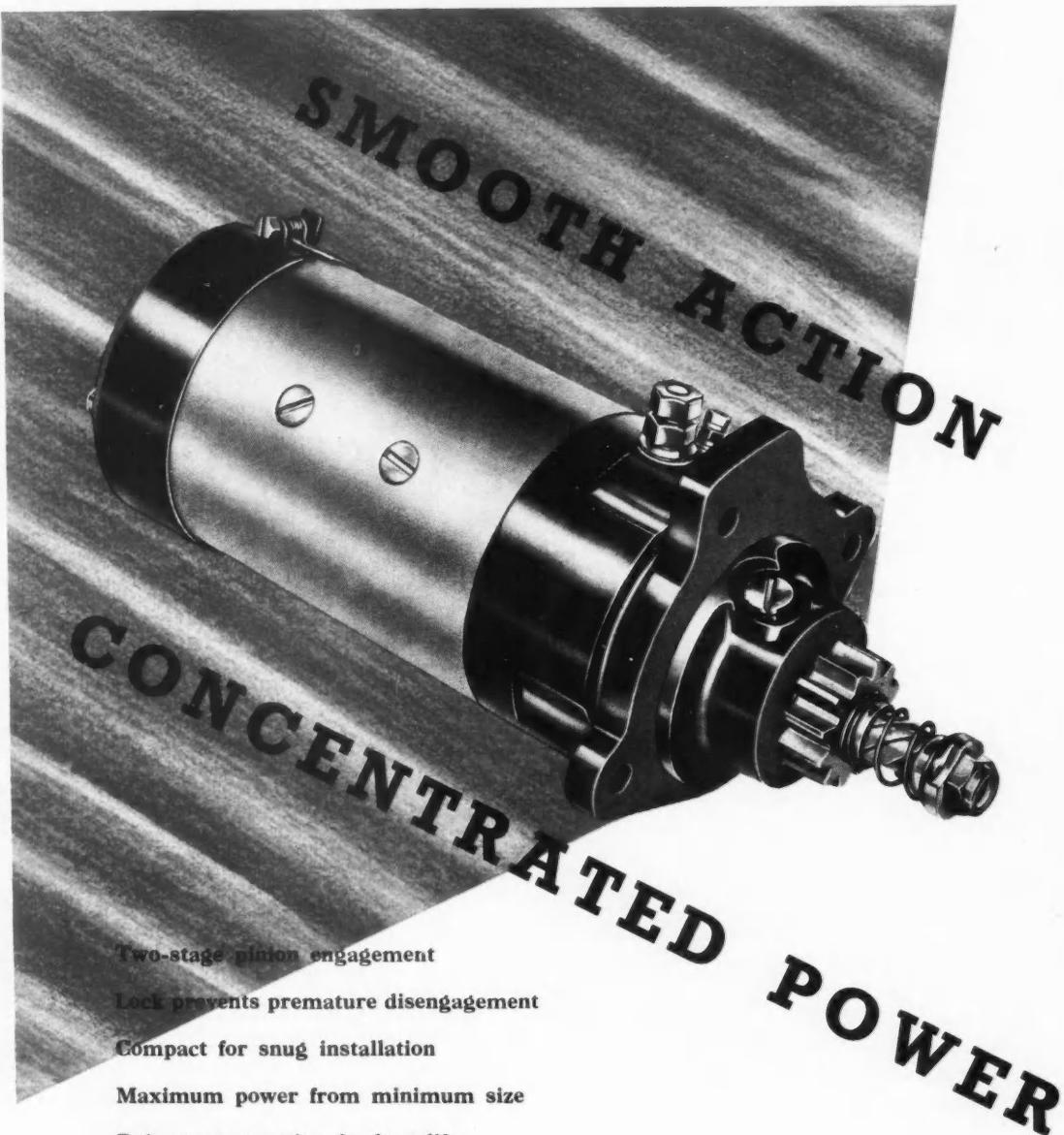
INDIA Giant Tyres are specially designed to run cool under all conditions of load and road. They give longer wear, less time 'off the road' due to breakdowns - and that means greater economy. In addition to being cooler running, INDIA Giants give greater grip, better road holding and more M.P.G. - because all the power of your vehicle's engine is transferred to the road.

Competition in all branches of the transport business - is getting fiercer every day. Here's the way to stay ahead - fit INDIA Red Flash Giant tyres and carry more loads, farther, faster, at lower cost.



A Red Flash giant tyres

FOR THE LOAD IN A HURRY !



In the CA45 starter a great deal of power is packed into a small unit. Although only 4½ inches in diameter, the CA45 is suitable for heavy duty and will crank multi-cylinder diesel engines of up to 5 litres capacity. The pinion on its sleeve alone moves axially, operating a trip mechanism which ensures that full torque is applied only when the pinion is in proper engagement. A locking device prevents premature disengagement of the pinion while the starter switch is depressed. Results of exhaustive tests, both in the laboratory and in the field, show that the CA45 is efficient, reliable, and has an exceptionally long life between overhauls.



The World's Leading Manufacturers of
FUEL INJECTION & ELECTRICAL EQUIPMENT

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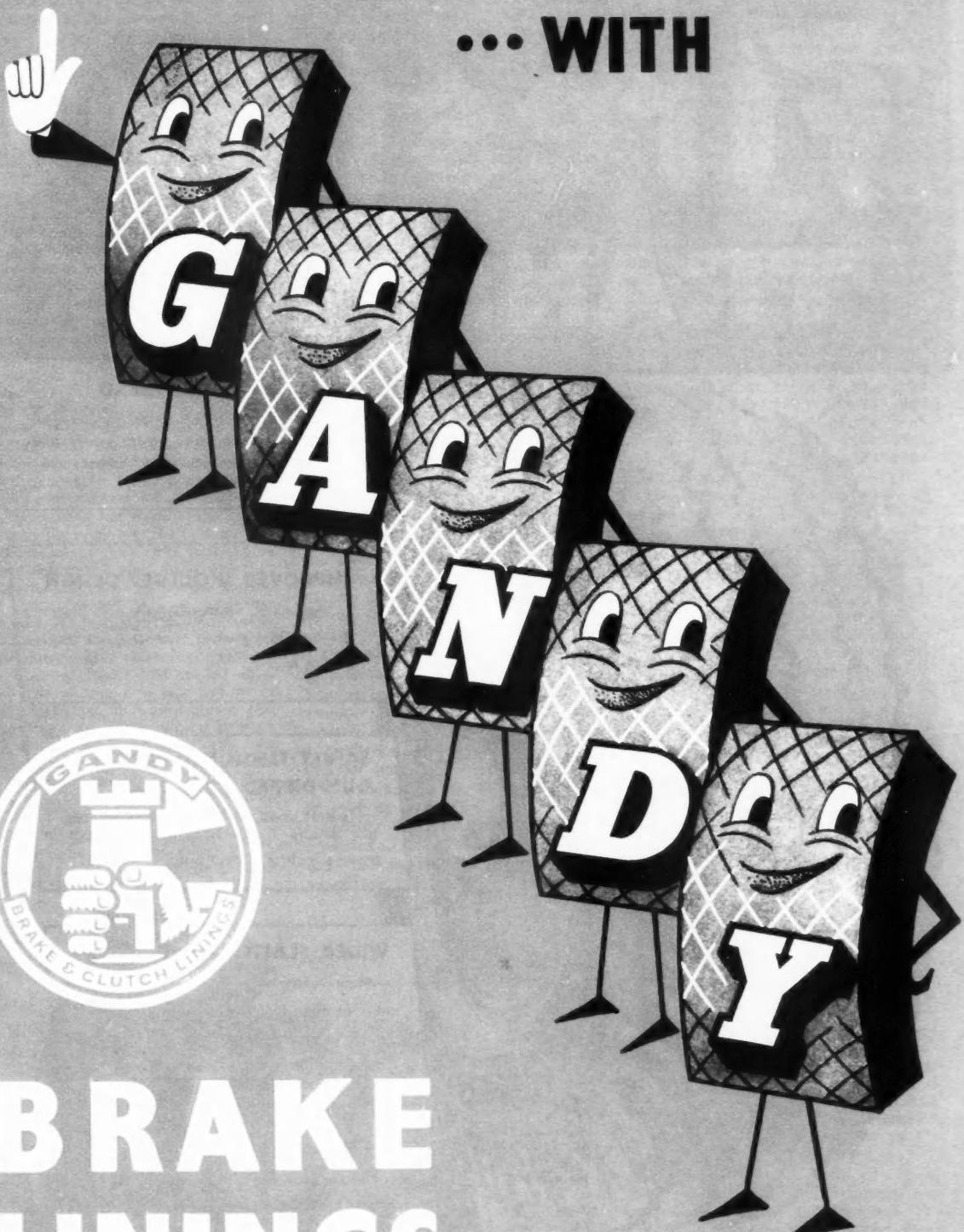
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GANDY LTD., SEACOMBE, WALLASEY, CHESHIRE, ENGLAND

Firestone TRANSPORT



EXTRA MILEAGE TREAD

—Precision-balanced rib design increases service because tread wears slowly and evenly. Abrasion resistant rubber compound gives longer wear.

IMPROVED SHOULDER DESIGN

—Maximum protection against kerb-scuffing. Deep grooves promote quick dissipation of heat.

SAFETY-TENSIONED GUM-DIPPED CORD BODY

—Tension drying of body cords eliminates tyre growth, tread cracking, and gives positive mating of dual tyres.

WIDER, FLATTER TREAD

—More rubber on the road gives more uniform wear, increases mileage and gives greater resistance to skidding.

RIM-FITTING BEADS

—Stronger bead foundation reduces bead and side-wall failure because excess chafing and flexing are eliminated.

Experience Counts

45 factories throughout the world. Firestone total sales exceed £1,000,000 per day.



Firestone TYRES —
consistently good

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Should "Flats" be Given Up for Tankers?

If a tanker is to be granted to carry flour in bulk, should there be a reduction in the operator's licensed tonnage for the platform vehicles previously employed to carry bagged flour? This question was put to the Yorkshire Licensing Authority on Tuesday, when G. W. Lawty, Ltd., Helperthorpe, near Malton, sought to add a tanker of 9½ tons to their A licence.

Mr. R. E. Paterson, for the concern, said that they already ran two bulk-flour vehicles, but the rapid change-over in the milling industry from delivery in bags to bulk transport made it necessary to acquire a third. It was not considered that the time had arrived to give up platform vehicles. There had been a 17.4-per-cent. increase in tonnage and earnings since February last year, of which 9.34 per cent. was attributable to the work of the company's 16 platform lorries.

Mr. P. Kenny, for the objectors, Hunters of Hull (Transport), Ltd., submitted that the authorization of a number of 15-ton bulk vehicles was bound to abstract traffic from platform vehicles and increase the availability of such types for other work. Figures produced by the applicants, he said, gave no indication of the amounts of bagged flour carried before and after the introduction of the tankers. To justify the application there should be an equivalent surrender of tonnage in platform lorries, he submitted.

Mr. Kenny also pointed out that the two existing tankers had carried about 3,500 tons of flour in a year and earned only £5,000, yet an eight-wheeled platform vehicle had earned almost as much. Mr. Lawty explained that this was because the tankers had not been working to capacity in their early stages. They were now fully occupied. No other haulier in the area had similar vehicles.

Decision was reserved. Major F. S. Eastwood, the Authority, stated that he proposed to examine the figures which had been produced.

No C. and D. Service for One Vehicle

An application by A. R. Hardcastle, Ltd., Hessle, near Hull, for a collection and delivery vehicle to serve another on open A licence and a third on contract-A licence was refused by the Yorkshire Licensing Authority, Maj. F. S. Eastwood, at Bridlington on Tuesday.

Mr. R. E. Paterson, for the applicants, said that because of dock delays affecting the A-licence vehicles, it was sought to add a condition to the B licence of one vehicle to allow collection and delivery, within 10 miles, of goods carried under the A licences. The long turnaround period for the A vehicles was causing difficulties with customers, whilst the B vehicle had spare time which could be used to expedite dock collection and delivery, thereby overcoming problems associated with two vehicles.

Questioned by Mr. P. Kenny, for the objectors, Sayers Haulage (Hull), Ltd., and Sam Allen (Hull), Ltd., as to why he had not sought to hire for collection and delivery, Mr. A. R. Hardcastle said that so far as he knew the objectors were tipper operators. He would not say there was a shortage of transport in Hull.

Mr. Kenny submitted that there were no grounds for a grant. The B licence was underemployed, which was the probable reason for the application, and there was no justification for collection and delivery for one A vehicle in the circumstances.

The objectors had not opposed recent applications by Key Warehousing and Transport, Ltd., and Robertson Dale Transport Co. for collection and delivery vehicles, said Mr. Paterson, and a small operator should not be singled out for different treatment.

The licence for the B vehicle expired on June 30, said Maj. Eastwood, yet the applicants had not been sufficiently interested to apply for renewal. No case had been made out for any grant, he maintained.



Having gained a £3m. contract to build a road in the Sahara, S.A.A.S., a Libyan construction company, ordered 12 Austin 7-ton tippers with Martin-Harper front-wheel drive. Further orders followed for both 7-ton and 5-ton models, also Austin Gipsies, and the company are to standardize on this make. The tippers are equipped with Telehoist steel bodies and tipping gear.

C-hire Lorry Switched to A Licence

An application by Mr. S. L. Davies, 82 Belle Vue Road, Cinderford, Glos., to transfer a vehicle from a C hiring allowance to an A licence was granted on Monday by Mr. S. W. Nelson, Western Licensing Authority.

Mr. Nelson overruled a submission by Mr. J. Cox, for George Read (Transport), Ltd., one of the objectors, that a B licence should be granted, so that conditions could be placed upon it.

He commented that Section 9(4) of the 1953 Act would cover an undertaking by the applicant to use the vehicle for the carriage of bricks and tiles within 150 miles. The grant was subject to Proctor and Lavender, Ltd., one of Mr. Davies' customers, surrendering a C-hiring vehicle in the Midlands.

Mr. Davies sought also to carry machinery, but this was disallowed. He had held an A licence since 1934 and was fully engaged in carrying bricks for Coleford Brick and Tile Works, Ltd., and for Proctor and Lavender, Ltd., two associated companies. He also supplied three vehicles on C-hiring allowance to Proctor and Lavender, Ltd.

Mr. George Bucket, manager of Charnwood Forest Brick and Tile Works, Ltd., Loughborough, who supported the application, pointed out that the bricks carried by Mr. Davies were hand-made and had to be specially packed in straw. They had not been carried by George Read (Transport), Ltd., or by British Road Services or British Railways, the other objectors, except that the railways were used to transport them to Northern Ireland, when they had to be packed in chippings instead of straw.

Mr. George Read said he had 32 vehicles on A licence and produced schedules showing approximately 7 per cent. vehicle availability on return loads.

CONTEMPT OF TRIBUNAL BRINGS FINE OF £200

A COMPANY director, Mr. G. C. Vincent Brittain, Cultra Manor, Co. Down, was fined £200 for contempt of a Court of Record—the Transport Tribunal—and ordered to pay the costs of the Attorney-General by a Divisional Court in the Queen's Bench Division, Belfast, on Friday. Senator F. McGill, Omagh, was ordered to contribute £21 towards the costs of the Attorney-General for contempt of the Tribunal.

The Lord Chief Justice said that Mr. Brittain's remarks at a political meeting in March were most serious contempt and a calculated reflection on the integrity of the Tribunal and its members.

Of Senator McGill, the Lord Chief Justice said, "His remarks at a meeting of the Omagh Urban Council suggesting that the court was working under some arrangement with the U.T.A. [Ulster Transport Authority] were overstepping what was reasonable comment."

Men in the News

LORD TEYNHAM has joined the board of the Transport Development Group, Ltd.

MR. T. R. EARNSHAW has taken over the duties of export sales director of Ferodo, Ltd., on the retirement of **MR. F. R. HARRAP**.

MR. W. P. MULLEN, general manager of Chamberlain Plant, Ltd., Enfield, Middx, will be visiting European and Mediterranean countries on a fact-finding tour.

MR. F. J. HABBITS, for 17 years works manager of Motor Panels (Coventry), Ltd., has been appointed director and general manager of Carbodies, Coventry, a member of the B.S.A. group.

MR. L. J. BAILEY, general manager of the India Tyre and Rubber Co., Ltd., has been appointed general manager of the German Dunlop company. He will succeed **MR. E. F. HINGELEY**, who has retired.

MR. A. GURLEY and **MR. I. MACKAY**, both of Manchester City Transport, were asked to attend Southport Town Hall yesterday as short-listed candidates for the post of Southport Corporation rolling stock engineer.

MR. F. B. MCPHERSON, deputy managing director of the Glacier Metal Co., Ltd., will become managing director on October 1. **MR. W. B. D. BROWN**, who has been chairman and managing director for 20 years, will continue as chairman.

MR. A. CHATTERTON has been appointed Sheffield manager for Ferodo, Ltd., to succeed **MR. W. H. WYSE**, who became the first manager of the new Sheffield branch in 1955 and has now been appointed the company's north London manager.

MR. L. HOLDERNES has been appointed headquarters' parcels planning officer of British Road Services. **MR. I. S. HUGHES** is the new Western division commercial officer. **MR. G. P. SUMNER** is the new budgets officer in the chief financial officer's department.

MR. W. H. MAYALL has been appointed as industrial officer for the engineering industries by The Council of Industrial Design. Mr. Mayall, whose main responsibilities will be in the capital goods field, takes over from **MR. L. A. GROSBOARD**, who has joined Mullard, Ltd.

MR. GEORGE DOWNAL, executive materials handling officer with Unilever, Ltd., has won the 1959 John Morris Memorial award made by the British Industrial Truck Association, for his paper "How Greater Use of Industrial Trucks Can Benefit the British Economy."

MR. B. A. GAY will take over the duties of Dunlop sales manager of replacements at Fort Dunlop later in the year. He takes over when **MR. DENIS HAYS** moves to Scotland. His position as western sales manager will be taken by **MR. D. WHITEHOUSE**, at present the district manager at Norwich.

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MR. J. BUSFIELD, recently appointed secretary and chief accountant of Crofts Engineers (Holdings), Ltd., and Crofts (Engineers), Ltd., has been appointed to the board of the two companies and made a director of J. Parkinson and Son (Shipley), Ltd. **MR. M. T. J. GOFF**, joint managing director of Crofts (Engineers), Ltd., and a director of Crofts Engineers (Holdings), Ltd., also joins the J. Parkinson board.

OBITUARY

WE regret to record the deaths of **MR. S. H. JARDINE**, **MR. HARTLEY WILKINSON** and **MR. J. H. CAMERON**.

Mr. Jardine, who died on May 27, became the first secretary of the Metropolitan (later the Metropolitan and South Eastern) area of the Road Haulage Association when it was formed in 1945. He had previously been secretary of the Metropolitan area of Associated Road Operators, and had served the road haulage industry for 21 years, when he retired in 1957. He helped to form the finance company, which in 1946 became Road Transport Finance, Ltd., and was its secretary from inception until his death.

Mr. Wilkinson, who was 66, was formerly managing director of Peter Wilkinson, Ltd., Sunderland, one of the largest haulage concerns in the northeast until it was taken over by British Road Services 10 years ago. He was at one time chairman of the Road-Rail Conference (Northern Area) and of the old area Road Haulage Wages Board. In 1950, he unsuccessfully contested Sunderland South Division as a Parliamentary candidate in the General Election. He was a former national vice-chairman of the Road Haulage Association.

Mr. Cameron, who died after a short illness, was general manager and a director of the York Pullman Bus Co., Ltd.

L.C.C. TO MAKE 200 BODIES?

THE supplies committee of London County Council have proposed that 200 plastics ambulance bodies be produced at the L.C.C. workshops in Wandsworth at the rate of one a week.

The staff there have become skilled in producing mouldings, and it is felt that if the building of the bodies were contracted out there would be an initial delay of six months while the company concerned made up about 50 new moulds and jigs costing some £3,000.

Their operatives would have to be instructed by L.C.C. staff and close inspection would be necessary at all stages.

B.T.C. REPORT SOON

THE annual report of the British Transport Commission is expected to be published in a fortnight's time. It will show a loss of some £85m.

More drastic measures to eliminate unremunerative services are expected under a revision of the modernization programme now nearing completion.

Drivers Admit Orders, But Employers Liable

ALTHOUGH two drivers agreed that their employers, D'Arcy and Co. (Colchester), Ltd., had instructed them never to exceed the maximum legal hours of work, the company were fined £10 by Colchester magistrates, last Friday, on charges concerning hours.

The drivers, Brian Carl Taylor, Hythe Hill, Colchester, and Stanley James Palmer, Melbourn Avenue, Chelmsford, admitted driving for longer than 11 hours in 24 and not taking at least 10 consecutive hours' rest in 24 hours. The company pleaded not guilty of permitting Taylor to be fined £2 and Palmer £3.

Mr. John Fell, prosecuting for the Ministry of Transport, said there was no question of dishonesty. The drivers' records were correct, but the men had exceeded the legal working hours. In not taking adequate steps to ensure the observance of the regulations, the company were permitting the offences.

David Walter Smith, secretary of the company, said drivers had been instructed never to exceed the legal hours of duty. They were paid 16s. a night subsistence allowance.

Both drivers agreed that they had been given instructions by their employers, but said that they did not fully understand the regulations.

APPLICANTS SHOULD NOTIFY INTENTIONS

REFUSING an application by **MR. S. C. BRYAN**, Heath, near Chesterfield, Yorkshire Deputy Licensing Authority, Mr. J. H. A. Randolph, observed that it was not the first time the applicant had failed to appear.

Mr. R. Parnham, for the road objectors, said the Road Haulage Association was becoming very concerned with the state of affairs whereby applicants failed to appear at a hearing and all the objectors attended.

The R.H.A. suggested, with the support of the British Transport Commission, that an applicant should, through his solicitor or himself, notify the Authority 48 hours beforehand whether he intended to follow up his application.

Mr. Randolph entirely agreed with the remarks and said he would mention the matter to the Licensing Authority.

CHANGED NAME TO GET P.S.V. DRIVER'S LICENCE

A MAN who had served a two-month prison sentence for assaulting a policeman and who had later been disqualified from driving—for using a van without insurance—changed his name and obtained a public service vehicle licence in order to take on a job as driver with East Yorkshire Motor Services, Ltd.

The man, John Pontefract, pleaded guilty to making false statements to obtain a public service vehicle licence, at Leeds City Court last week, and was sent to prison for three months.

Pontefract told the court that changing his name and obtaining the licence was his only chance of getting a job.



Vickers-Armstrong (Engineers), Ltd., Barrow-in-Furness, sent this Thornycroft Swiftsure to the Hampton yard of the Thornycroft boatbuilding company to collect a 25-ft. cutter being supplied to the Chilean navy.

Express Service Application Need Not Have Been Made

If he had known that Keith Garages, Ltd., Aylesbury had made an application for an express period return coach service to Bournemouth, he would not have made a similar application from Leighton Buzzard, said Mr. David B. Towse, managing director of Buckmaster Garages, Ltd., Leighton Buzzard, at a resumed inquiry before the East Midland Traffic Commissioners, at Aylesbury on Monday.

The hearing was considering applications for direct period coach services to South and East Coast resorts from Keith Garages, Buckmaster Garages and United Counties Omnibus Co., Ltd. Requests were also being made for feeder services by United Counties and Seamount Bros., Ltd., Weston-super-Mare, to Luton from Aylesbury and Leighton Buzzard respectively (*The Commercial Motor*, April 24).

Mr. Towse agreed that if the licences were to be granted to operate from Aylesbury to Bournemouth it would be more appropriate that it should be operated by the local coach company—Keith Coaches, Ltd.

Mr. Towse produced two lists of people who had visited Buckmaster's offices inquiring for services to Bournemouth and Gt. Yarmouth, and agreed with Mr. S. Terrell, for Keith Garages, and Mr. J. R. C. Samuel-Gibson for United Counties, that of the many names on the list, he had called only nine as witnesses at the hearing in April.

When the hearing continued on Tuesday, Mr. Towse was cross-examined for seven hours. Most of this was time spent on questions concerning two of his documents, and eventually Mr. Towse admitted that they were not originals. To Mr. Jackson Lipkin, for Seamount

Bros., Mr. Towse admitted that he had not checked their accuracy.

Mr. Lipkin produced a number of Buckmaster's newspaper advertisements, and Mr. Towse agreed that his company had no licence for some of the trips advertised as starting from Leighton Buzzard. Mr. Towse denied that he had attempted to create a demand for a particular service by continual advertising.

Mr. R. Belgrave, traffic manager of Keith Garages, said his company had operated a day excursion service to Bournemouth from Aylesbury on Sundays since the 1930's, and had built up a great deal of goodwill for it. Last year, despite inclement weather, 10 excursions, taking 577 passengers, were run. Many of their passengers had asked for a period return service starting on Saturdays.

He admitted to Mr. A. J. Wrottesley, for British Railways, that, in spite of having to change at London, it was possible to reach Bournemouth as quickly by train as by the proposed coach service.

The inquiry continued on Wednesday.

FORTHCOMING EVENTS

- June 9-12.—Public Cleansing Conference, Brighton.
- June 16-25.—Institute of Transport visit to Copenhagen.
- July 7-10.—Royal Show, Oxford.
- September 17-27.—Frankfurt Show.
- September 20.—Lorry Driver of the Year Competition final, Baginton.
- September 21-25.—Municipal Passenger Transport Association conference, Edinburgh.
- October 12.—Passenger Vehicle Operators' Association annual dinner, Blackpool.
- October 26-28.—Road Haulage Association conference, Bournemouth.
- October 21-31.—Motor Show, Earls Court, London.
- October 27-30.—Dairy Show, Olympia, London.
- October 31-November 11.—Turin Show.
- November 9.—Institute of Road Transport Engineers' annual dinner, Piccadilly Hotel, London, W.I.
- November 13-21.—Scottish Show, Kelvin Hall, Glasgow.

A.E.C. to Build in South Africa

A NEW company, A.E.C. (South Africa), Ltd., is being registered to manufacture and market A.E.C. vehicles in South Africa. This concern will be a subsidiary of J. H. Plane Africa, Ltd., Johannesburg, in whom, it was announced on Tuesday, A.E.C., Ltd., have acquired a substantial interest.

Plane's are big trailer manufacturers. A.E.C.'s chairman, Sir William Black, and Mr. J. D. Slater, a director, are joining the board of J. H. Plane Africa, Ltd.

Dowson and Dobson, Ltd., who have represented A.E.C. in South Africa for 18 years, will transfer their distributorship to the new South African A.E.C. company on July 1.

A statement issued simultaneously on Tuesday by Norris, Henty and Gardners, Ltd., and signed by Mr. J. H. S. Gardner, joint managing director, said that, according to their information, Mr. J. H. Plane would join the board of A.E.C. (South Africa), Ltd., and become general manager on July 1. Mr. Plane had said that Gardner engines would be available in certain A.E.C. chassis built and offered for sale in South Africa.

The full Gardner agency in that territory will remain in the hands of J. H. Plane and Co., Ltd., a subsidiary of J. H. Plane Africa, Ltd., under the management of Mr. C. M. Plane.

AGREEMENT ON MANUFACTURE

MANUFACTURING agreement has been concluded between The Goodyear Tyre and Rubber Co. (Great Britain), Ltd., and Electro Hydraulics, Ltd., who are now producing all Goodyear designed wheel, brake and associated hydraulic equipment.

Under the new management Goodyear retains responsibility for design, modification and repair of all equipment, except the hydraulic brake controls, which will be designed by Electro Hydraulics.

RUNAWAY: FINES OF £14

OXFORD magistrates last week heard how a trailer broke loose from a British Road Services lorry in Cowley, and ran into a parked car. The runaway trailer, leaving the factory of Morris Motors, Ltd., pushed the car about 20 yd. against the hand brake.

The lorry driver, Roy Ivor Gunn of Swindon, was fined £7 for having a hand lever for the trailer in a dangerous condition. B.R.S. were also fined £7 and £2 3s. 3d. costs for permitting the offence.

VAUXHALL FACTORY VISIT

FIVE industrial executives from overseas visit Vauxhall Motors, Ltd., Luton, next Thursday for a factory tour and discussion on wages structure.

The party, which consists of an Indian, a Ghanaian, a Briton from Kenya, a Nigerian and an African from Uganda, is studying British industry under the auspices of the Industrial Welfare Society.

Commissioners May Make Rules: Council Lose Fight with Company

TRAFFIC COMMISSIONERS are fully entitled, when dealing with applications falling into a particular pattern, to lay down broad principles for general guidance and to apply them, subject to modification in the light of the circumstances of each case. This observation is made by the Minister of Transport in resolving a dispute between Swindon Corporation and Bristol Omnibus Co., Ltd., over their respective rights to run services to a factory at Blunsdon.

The Western Traffic Commissioners refused Swindon Corporation consent to run buses outside the borough boundary from Haydon Wick to Blunsdon, and a road service licence for a stage service from Swindon to Blunsdon, which was granted instead to the Bristol company. The corporation appealed against these decisions.

The overriding consideration which led the Commissioners to allow the company to run the service and to refuse the corporation's applications was, in the chairman's words, "the general rule that services within the [corporation] boundary should be the province of the corporation and the services taking people outside and bringing them in from outside should be the province of the Bristol Omnibus Co., Ltd."

With one small exception, the Minister observes, the corporation enjoyed a monopoly of stage services operating wholly within their boundary, whereas the company provided most of the services crossing the boundary. The Bristol Omnibus Co. did not charge intermediate fares within the boundary on these services.

This was a well-established, practical method of distinguishing between the municipality's and the company's

primary fields of activity and Swindon's case was not sufficiently strong to override the rule. He has dismissed the corporation's appeals.

During the inquiry held by Sir Maurice Holmes on December 16, 1958, the corporation asserted that the adoption of the "general rule" by the Commissioners was contrary to the Road Traffic Act, 1930, in that it fettered their discretion to consider an application for consent in accordance with Section 102(4). This argument is rejected.

There was no evidence to indicate that the Commissioners had operated, or would operate, the "rule" so as to prevent their giving consent in appropriate circumstances. They were fully entitled to lay down broad principles and adjust them to each case. Nothing more was done in the present instance.

Another argument advanced by the corporation was that their application for consent should have been considered in isolation from that for a road service licence. In fact, the municipality agreed that the two applications should be heard together. The Minister says that, having regard to all the practical circumstances, the application for consent did not suffer from the Commissioners' hearing and deciding it in the way that they did.

Railway Closed: More Co-op Excursions

LACK of road and rail facilities at Ashton-in-Makerfield was quoted as a reason for an application by St. Helens Industrial Co-operative Society, Ltd., before the North Western Traffic Commissioners at Manchester last week. The applicants wished to link two of their excursion and tours licences which originated from Wigan and Ashton-in-Makerfield and wanted to use two extra vehicles each day, to any authorized destination.

The case was opposed by Ribble Motor Services, Ltd., British Railways, Webster Bros. (Wigan), Ltd., and Lancashire United Transport, Ltd.

Mr. S. Moss, for the applicants, said that he would be quite happy if the condition: "not more than one vehicle on any one day shall be operated to Morecambe, Fleetwood, Blackpool, Cleveleys, Southport, Rhyl, Colwyn Bay and Llandudno," was added to each licence, and a modification was attached to say that the two licences must not be linked.

Mr. H. Backhouse, for Webster Bros., said he would be satisfied if that part of

the application to link the licences was withdrawn and the limiting condition was added. Mr. R. C. Oswald, objecting for British Railways, observed that the St. Helens Society would still be authorized to operate two extra vehicles to football matches and one extra on coastal excursions; there was no lack of facilities to necessitate this.

Two witnesses who lived at Ashton-in-Makerfield, said in evidence that there were no road or rail facilities from their homes to North Wales or the north-west coast. The railway station was closed and the nearest bus stop was a mile away from it. They had to travel into Wigan before they could go on an excursion by coach.

Mr. Oswald stated that there had been no evidence of public need for more travel facilities to football matches. The witnesses seemed interested only in day trips.

Mr. F. Williamson, the chairman, granted the application but added the condition suggested by Mr. Moss and a modification that the two licences should not be linked.

No Conversion from Contract to B Licence

MILNTHORPE haulier Mr. Peter Harrower, was unsuccessful in his application before the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Kendal last week, for permission to convert a contract A licence to a limited B.

The present licence limited traffic to the carriage of electronic engineering components for a Sheffield company—Mr. Harrower wanted to make up his loads with products from the Libby factory at Milnthorpe.

Mr. Hanlon said there must be evidence of need before he could grant such an application, and added that the mere fact that Libby's could make up the load, and, perhaps, obtain the service at a cheaper rate, was no ground at all.

Objectors to the application were British Road Services and British Railways, together with four local hauliers, R. O. Hodgson, E. Nelson and Sons, J. B. Hudson, Ltd., and J. Wardley and Sons.

Mr. J. McHugh, for all the objectors, said three of them worked for Libby's and could produce figures showing a decrease in work over the past two years. The firm were not claiming to be short of transport and the application appeared to be a matter of convenience for Mr. Harrower.

CONSULTATION ON B.M.M.O. MOTORWAY SERVICES

MEMBERS of the Transport and General Workers' Union have been assured by Mr. S. Ison, No. 5 regional passenger group secretary of the Union, that the proposed high-speed coach service of the Birmingham and Midland Motor Omnibus Co., Ltd., on the London-Birmingham motorway, will not be introduced without joint consultation.

Writing in the Union's journal on the subject of motorway coach services, Mr. Ison says: "Our chief concern will be in connection with the small firms operating private hire and excursions, who will be likely to use these highways. If there is to be no restriction on speeds, the safety factor will demand public service vehicles of the latest design, but in many cases the vehicles are just not in this category, the standard of maintenance is far below that of the large and well-established operators and there is little supervision."

BUSES BEAT TRAMS

BUSES are slowly ousting trams in Lisbon. Lord Rathcavan, chairman of Lisbon Electric Tramways, Ltd., says in his annual report that bus passengers last year increased by 7.39 per cent., whereas tram traffic declined by 0.37 per cent. The total increase in traffic was 1.48 per cent. The company estimate that they now carry each day more than the entire population of the city of Lisbon.

The fleet consists of 281 buses (of which 152 are double-deckers) running 210 route-miles and 517 trams and trailers operating 140 route-miles.

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**"Few vehicles could be expected to operate
on this sort of job without trouble
for more than a few weeks, but if any could"**

I would lay my money on the DODGE

**7 tonner which has the chassis frame and suspension to
cope with hauling concentrated loads weighing at least
9 tons over uneven surfaces and up steep gradients."**

says the Road Test Report of "The Commercial Motor"



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A wonderful tribute to Dodge toughness at work! For this is toughness that *pays*, by giving more time on the job, less time off for service. Whether your job is heavy construction, like this, or road haulage, you can increase your profits with Dodge trucks. There are Dodge 5, 6 and 7 Tonners in both the Normal Control and Forward Control ranges, each of these six basic models having options of wheelbase, engine, rear axle and body style to suit every use. A Dodge truck can save money . . . and make money . . . for you!

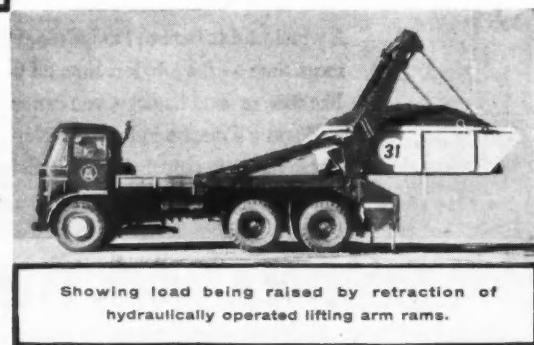
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Made in Britain and built to last by Dodge Brothers (Britain) Ltd., Kew, Surrey. Tel: Prospect 3456 (12 lines)



Rear independent hydraulic stabilizer jacks down.
Load to be raised to Unit Deck.



Showing load being raised by retraction of
hydraulically operated lifting arm rams.



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Mobile Multi-bucket System

Using the Bennes-Marrel Multi-bucket System, The Steel Company of Wales Limited are convinced that a considerable saving in the handling of a wide variety of materials can be achieved. As a result, they have ordered **SIX COMPLETE UNITS** on Foden FG.6/20 Chassis for on-site operation.

CONSIDER YOUR OWN HANDLING PROBLEMS IN THE LIGHT OF THIS IMPORTANT DEVELOPMENT.



Positive action hydraulically controlled rams provide easy dumping.



Hydraulically operated rams fully retracted. Load located on Unit Deck. Jacks retracted.

One-man operated . . . an astonishing time and labour saver . . . the Bennes-Marrel Mobile Multi-bucket System brings to the field of bulk materials handling a new standard of efficiency.

HYDRAULICALLY CONTROLLED SOLELY BY THE DRIVER from his cab the unit loads and unloads itself with detachable containers, one of which is transported whilst the other is being loaded. This, of course, effects astonishing savings in waiting time and labour costs.

We shall be happy to send you our fully descriptive brochure, or to examine your handling problems and make our recommendations.

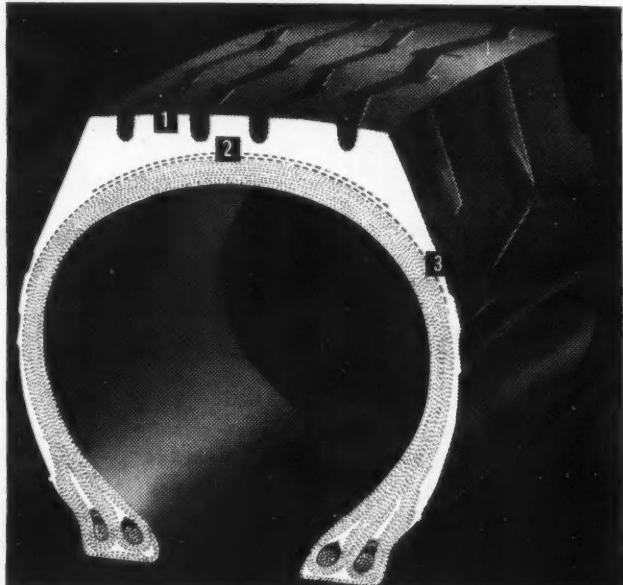
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Take any well-known make of tyre—better still, take the last brand you bought . . . Kelly

Giants challenge them here and now on every feature you care to specify. Shock-proof resilience, less adhesion, cooler running, non-slip grip in all conditions . . . each of these vital characteristics are built right into Kelly tyres, PLUS 3-deep EXTRA MILEAGE!



1 Longer Tread Life

Exclusive blending process makes the Kelly Giant tread rubber tougher and cooler running. Your original tread lasts longer for another reason, too: the rounded tyre contour reduces tension under load, giving less heat build-up and greater resistance to cuts and tears.

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Kelly re-treads last longer because the breakerstrip extends $\frac{1}{2}$ down the sidewalls, and the dual bead tie-in $\frac{1}{2}$ up . . . giving powerful reinforcement to the carcass just where it's needed most. The extra deep Kelly understock provides stronger bonding between carcass and re-moulded tread.

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Reinforced sidewalls, massive built-in shoulders, tensioned heat-resistant cords with deeper cushioning of live rubber between them—all these provide the strongest carcass yet devised . . . to bring you LONGER FIRST TREAD LIFE, LONGER RE-TREAD LIFE.



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Super Armor Trac
long hauls and heavy
loads.

Dual Trac Non-slip
grip, high mileage on
and off the road.

MADE IN GREAT BRITAIN

KELLY TYRES ARE TOUGH!

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Higher Fares for Bristol: Partial Grant for Midland "Red"

BRISTOL city bus fares and country bus fares which were increased on Monday will bring in an extra £66,000 a year. Granting the application, Mr. S. W. Nelson, chairman of the Western Traffic Commissioners, stressed the need for staggered working hours in industry to help the company. This would mean reduced operation costs and more comfortable travelling for the public. "The public must pay for their transport," he said, "as the return on the company's buses is almost ridiculously low." The company's application was extremely modest in view of the deficiencies which had to be made up.

Mr. T. D. Corpe, presenting the application for the Bristol Omnibus Co., Ltd., said that in respect of city services two major factors had caused the increase in working costs. First, wages and National Insurance had gone up £78,300 since the last fare rise in 1957. The Chancellor's concessions had reduced fuel and tyres by £48,500 leaving a deficiency of £29,800.

Mileage Increased

Secondly, services had undergone a major reorganization which meant an increased mileage of 1,176,000 miles, a figure which economies had reduced to 458,000. Reorganization had resulted in a lowering of fares for 2,567 stages. Traffic had been affected by a 'flu epidemic and a general tendency for people to use buses less. The company hoped to recover £36,700 per year from the revised city fares.

Fare revisions on country services would recover £29,900 a year, to offset a net increase in operating costs of £34,320. Increased costs of operating country services had totalled £100,070 a year, offset by £65,750 representing reductions in the cost of fuel, tyres and added revenue.

Some fares over 4d. will go up 1d. on Bristol city services. On the rural services the increase will be 1d. on single fares of 1s. 1d. and more. Certain return fares up to 2s. 10d. go up by 2d. and over 2s. 10d. by 3d. Urban and interurban fares go up by 1d. over 4d.

200 Buses for Peak Loads

Mr. Ian Patey, general manager of the company, said that the resources of the company had been stretched to the limit especially on wet days in winter. He said that 200 buses had to be kept idle for 22 hours a day so that they could be used for a couple of hours during the traffic peak.

The proposal by the Birmingham and Midland Motor Omnibus Co., Ltd., to bring their stage carriage fares into line with a mileage scale schedule did not gain the wholehearted support of the East and West Midland Traffic Commissioners.

The company who sought to offset an estimated increase in costs of £158,000 per year (*The Commercial Motor*, May 22) were, however, granted certain fare

increases when the Commissioners gave their decision last week. The Commissioners said that the company's financial position did not justify granting the application in full.

Fares to be increased are single and scholars' returns between 9½d. and 1s. 11½d., by 1d.; fares of 2s. and over, by 2d.; workmen's returns of 10½d. to 1s. 11d. by 2d. and fares of 2s. and over by 3d. The cheaper fares in the 4d. to 8½d. range will not be affected.

The new fares are expected, after allowing for a certain degree of passenger resistance, to bring the company an increased revenue of £83,340 per year—little more than half the figure it had to offset against increased operating costs.

The Commissioners also excluded from their grant the services operated by the company on behalf of Dudley Borough Council, which were included in the application.

Subject to the consent of the Eastern Traffic Commissioners, the Eastern Counties Omnibus Co., Ltd., have agreed to bring their fares for adults travelling in Yarmouth and Gorleston into line with those charged on Yarmouth Corporation buses.

Yarmouth Corporation transport manager, Mr. R. F. Bennett, said last week that the matter arose because of the recent alterations in the Corporation's fares and adjustments of stages.

The company has agreed to raise adult fares where they were less, and lower them when above corporation fares.

South Shields Corporation propose to increase bus fares in the town. The effect would be to increase the fares on two services by ½d.

Bath Tramways Motor Co., Ltd., have applied to the Western Traffic Commissioners to increase bus fares on all their services in the Devizes district.

Glasgow Increase

Increased fares on Glasgow municipal transport came into operation on Sunday. The minimum fare on buses, trolleybuses, and trams, is now 3d. for adults and 1½d. for juveniles for two stages, and the maximum scale is 10d. and 5d. for adults and children respectively for 11 stages and over.

Twenty-four journey tickets on the motorbus services are discontinued, but 12-journey weekly tickets are available from certain termini to the city centre at 8s.

Newcastle-on-Tyne transport committee are persisting in their efforts to get concessionary fares for old-age pensioners travelling on corporation buses. At present, pensioners are allowed cheap travel on the city's trolleybuses under an Act of Parliament which controlled the city's former tram system, but this concession is not allowed on buses.

The chairman of the transport committee, Cllr. Simm, said it would take another Act of Parliament to bring buses into line with trolley vehicles.

Micrograms . . .

Big Bus Order: Havana, Cuba, is reported to have decided to buy 350 Leyland buses.

Persian Loan: The World Bank is lending Persia £25.7m. to improve the country's roads.

Testing Scheme: It has been proposed in Western Germany to test all vehicles for safety every two years.

U.S. Trade: Tyres and lubricating oils are among the goods which may now be imported freely from the U.S.A.

Share Issue: A share issue in the proportion of three for every five held is proposed by the West Riding Automobile Co., Ltd.

Camera Check: Surrey Police are photographing drivers who abuse double white line regulations and offenders will be prosecuted.

European Representative: The Brockhouse Organization European representative, who starts a European tour this month, is Mr. W. H. Sofl.

Swiss Limits: Switzerland has imposed a 37-m.p.h. speed limit in its towns and one of 50 m.p.h. in the country upon private and commercial vehicles.

Quickerstrip Makers: The makers of Quickerstrip 104/2, described in the May 15 issue, are J. Manger and Son, Ltd., Kingsland Road, London, E.8.

Leyland Group Agents: Western Samoa Trust Estates Corporation, P.O. Box 181, Apia, have been appointed Leyland and Albion agents in Western Samoa.

B.M.C. Capital Increase: Shareholders of the British Motor Corporation last week approved the creation of 60m. more 5s. ordinary shares and the capitalizing of £91m.

New Office: New Manchester office of The British Wagon Co., Ltd., at Peter House, Oxford Street, opened on Monday. Management continues under Mr. J. J. McCormick.

Golden Jubilee: Fifty years of manufacture for the motor industry is celebrated this year by the Armstrong Patents Co., Ltd., founded by Mr. Gordon Armstrong.

No Litter in Scotland: The anti-litter campaign in Scotland was opened last Saturday when the Lord Provost of Glasgow, Cllr. Myer Galpern, inspected a parade of 15 cleansing department vehicles.

Tunnel Works: French engineers have started work on their end of a seven-mile road tunnel, which will be the longest in the world, to link Chamonix with the Daosta valley in Italy. It should be finished in three years.

Flashers for Klaxon: Klaxon, Ltd., have been granted the sole selling rights of Ericsson flasher units in place of Direction Indicators, Ltd., and Mr. R. Wilkinson of that company joins the staff of Klaxon, Ltd.

Use for Tunnel: London County Council were to consider this week a plan for the conversion of part of the old Kingsway tram tunnel into an underpass for light vehicles from Lancaster Place to Kingsway.

Import Quota: The Board of Trade has established a quota of £1.5m. for the calendar year 1959 to cover the import of motor vehicles (excluding trivans, tricars, tractors and motorcycles which can be imported under the open licence) from the dollar area.

Dundee Drivers Win: Drivers of Dundee district railway motor vehicles have won the silver cup, presented by the Company of Veteran Motorists to the Scottish Region of British Railways, for the highest percentage improvement in road safety during 1958.

Exports: Orders for 30 passenger and commercial units have been received by A.E.C., Ltd., Southall, from Australia. Recent Belgian orders total 16 and 10 vehicles have been ordered from Holland. The Iraq Petroleum Co. have placed a further order for six bonneted Mammoth Major six-wheelers for their oilfields in Kirkuk and from Uganda an order has been received for passenger chassis. Trinidad and Jamaica await delivery of more units and Spain has recently placed an order for heavy goods vehicles.

Put Your House in Order—or Go Out of Business—Mr. Hanlon at Durham

REJECTING an application for a B licence at Durham last week, the Northern Licensing Authority, Mr. J. A. T. Hanlon, warned T. and D. Haulage, Ferryhill, Co. Durham, that unless they took rapid steps to put their house in order they would find themselves out of business in the northern area.

The company, applying for a limited B licence for one tipper, told the Licensing Authority, through Mr. F. Milton, that their licence had expired on January 31. They had received no reminder from the Authority's office and were unaware of the expiry until advised.

When the matter came to light they applied and were granted a short-term licence. The vehicle had not been used after the expiry of the licence, owing to an accident, and a replacement vehicle of less unladen weight was now on the road. The original vehicle, the subject of the application, had been removed from the licence.

Accident Questions

After giving reasons why the licence had not been renewed at the appropriate time, Mr. William Davies, a partner in the firm, was questioned by Mr. Hanlon about the accident. Mr. Davies said that it was caused by his driver trying to pass between a vehicle and a wall, the space between being too narrow.

"It bears no relation to the fact that you appeared before the Justices charged with operating a dangerous vehicle, and fined?" asked Mr. Hanlon. Mr. Davies said that the vehicle Mr. Hanlon was referring to was a van. He admitted, however, that T. and D. Haulage had been convicted twice at Middlesbrough within two months, in 1957, for operating a dangerous vehicle, although he did not know the details because his brother had been running the business at that time.

No Appeals Made

Asked about a conviction at Darlington last November, Mr. Davies contended that he was wrongly convicted on that occasion. He admitted that he did not appeal against the conviction, nor did he appeal against the prohibition order which was then served upon him. Asked what was found wrong with the vehicle on that occasion, Mr. Davies stated that it was said to have had faulty steering, and the spring shackles were loose.

Mr. Hanlon: "Don't you think if they were loose the vehicle was dangerous?" Mr. Davies: "It could be, or it could not be. The driver didn't kill anybody." Mr. Hanlon: "You think a goods vehicle has to kill somebody, or hit somebody, before the owner does something about it?" Answer: "Not necessarily."

Mr. Hanlon then questioned Mr. Davies about further prohibition notices which had been issued against the partnership's vehicles, and read out long lists of defects including a loose steering box, c10

defective brakes and speedometer, loose door hinges, excessive wear on king pins, a tyre worn through to the canvas, etc.

When asked what he had to say about the matter, Mr. Davies said that he had nothing to say, except that they now had new vehicles on the road. He was taking every possible step to obviate recurrences of the prohibitions, but money was the big factor. He now employed a fitter and had received advice from the Ministry's examiner.

Appalling Conduct

Giving his decision, Mr. Hanlon said that the previous conduct of the applicants had been appalling. "He (Mr. Davies) comes before me in a state of aggression to say that he has been wrongly convicted and I am asked to take into account his assurance that every step will be taken to keep his house in order in the future.

"That will not do in this Traffic Area and I refuse this application," said Mr. Hanlon, adding that the short-term licence would come to an end at once. He was in two minds whether to serve a notice of intention to revoke or suspend the firm's other licences and put them out of business altogether. He was very seriously considering whether they were fit people to hold licences, and he would be failing in his duty if he granted the licence.

NEW TRANSPORT COMPANIES

Murden's Transport (Peterborough), Ltd. Cap. £5,000. Dirs.: Aubrey Murden, 55 Queens Walk, Peterborough, and George C. Murden, 58 Exeter Road, Peterborough. Reg. office: 53 Queens Walk, Peterborough.

J. and F. Pownall, Ltd. Cap. £1,000. Dirs.: Theresa Pownall, Silverdale, Grove Road, Mollington, near Chester; James P. Pownall and Mrs. Hilda M. Pownall, Leahaven, Station Road, Leybackford, near Chester. Sec.: G. A. Gould. Reg. office: 68 Argyll Street, Birkenhead.

J. H. Sutton (Marshall's Cross), Ltd. Cap. £1,000. Dirs.: James H. Sutton, Sen., and Mrs. Clara V. Sutton, 15 Edge Street, St. Helens, and James H. Sutton, Jun., 10 Consort Road, St. Helens. Sec.: Clara V. Sutton. Reg. office: 15 Edge Street, St. Helens.

E. G. Crinage and Son, Ltd. Cap. £20,000. Dirs.: Edward J. Crinage, Staplehay, Castle Road, Ventnor, Isle of Wight, and Edward H. Crinage, Elizabeth House, Ventnor. Sec.: E. J. Crinage. Reg. office: Staplehay, Castle Road, Ventnor.

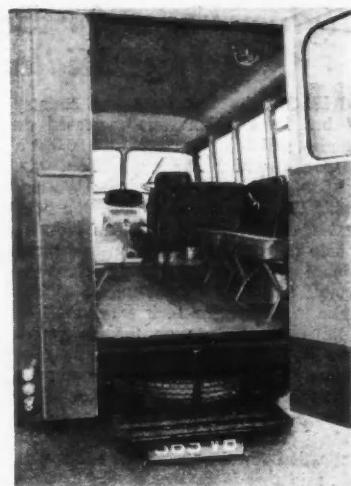
Bunker and Co., Ltd. Cap. £8,000. Dirs.: Henry Heynes and Harry Peake, 21 Holden Road, Wednesbury, and Reginald Heynes, 10 Booth Street, Wednesbury. Sec.: J. B. Waterfield. Reg. office: 89 High Street, Dudley, Worcs.

F. A. Shelley, Ltd. Cap. £1,000. Dirs.: Amelia E. Shelley, 22 Barby Lane, Rugby, and Brian F. Shelley, 9 Eastlands Road, Rugby. Sec.: Sandra R. Shelley. Reg. office: 9 Eastlands Road, Rugby.

G. Barden and Sons, Ltd. Cap. £1,000. Dirs.: George J. Barden and Mrs. Olive M. Barden, 11 Maynell Gardens, London, E.9, and Terence Barden, Sec.: J. C. Smith. Reg. office: 35 Long Acre, London, W.C.2.

Keswick-Borrowdale Bus Services, Ltd. Cap. £1,000. Dirs.: Robert W. Simpson, 5 The Hawthorns, Penrith Road, Keswick; William Young, 81 Main Street, Keswick, and William L. Askew, Derwent Private Hotel, Borrowdale, Keswick. Sec.: R. W. Simpson. Reg. office: Victoria Street, Keswick.

Trans-European Pallet Services (Great Britain), Ltd. Cap. £20,000. Dirs.: Thomas S. Riley, 312 Tadcaster Road, York; Percival Atkinson, The Garage, Markington, Harrogate; Ralph Robinson, John H. Tait, James Bartram, James E. Robinson, Charles H. Rook and Fred T. J. Wright. Reg. office: 1 Piccadilly, York.



The Trojan-Walker 14-seat bus.

Trojan Becomes 14-seat Bus

A STANDARD Trojan 25-cwt. forward-control oil-engined van has been converted by B. Walker and Son, Ltd., Gammons Lane, Watford, Herts, into a 14-seat light bus, which has been placed in service with the West Park Hospital, Epsom, Surrey. The bus will be used for picking up and taking home hospital staff, and occasionally taking patients out on recreational activities.

Walkers made and fitted a rear door, mounted windows in the sides, half-lined the roof, covered the floor with linoleum and fitted the seating. The seating layout differs from that of the normal Trojan personnel carrier (which has longitudinal seats down each side), in that there are two forward-facing rows of seats immediately behind the driving compartment, behind which there are eight inward-facing seats.

The chassis is powered by a Perkins P.3(V) three-cylindered oil engine, with four-speed constant-mesh gearbox.

ASSISTANT ENGINEER REQUIRED

APPLICATIONS are invited to fill the position of assistant engineer in the Engineering Department of the B.E.T. Federation, Ltd., Stratton House, Piccadilly, London, W.I.

Applicants should be between 25-35 years of age, have served a recognized apprenticeship with a manufacturer of C.I. engined heavy road vehicles, possess the H.N.C. in mechanical engineering or equivalent, and have experience in the operation of public service vehicles.

11-SEATER BUS FOR FITTIES

GRIMSBY and Cleethorpes joint transport committee plans to start a service to Humberstone Fitties using a small 11-seater bus, if Grimsby Rural District Council, landlords of the Fitties, approve.

The bus would be one-man-operated, and would work in the holiday season only from North Sea Lane bus terminus, on a regular 10-minute schedule.

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"Assure me, dearest Matilda, it was all an evil dream"

"Oh villainy most vile!" With this wild eldritch cry Egbert started from his pillows. Matilda, hurrying to his side, pleaded with him to disclose the cause of such piteous perturbation.

At length, with many a sigh and groan, Egbert gasped, "Driving upon a dark and lonely road, I was of a sudden set upon by footpads and thieves who seized me, hurled me viciously into the roadway and drove off with joyous laughter, mindless of my plight. Even now those dastardly wights are reaping the fruits of

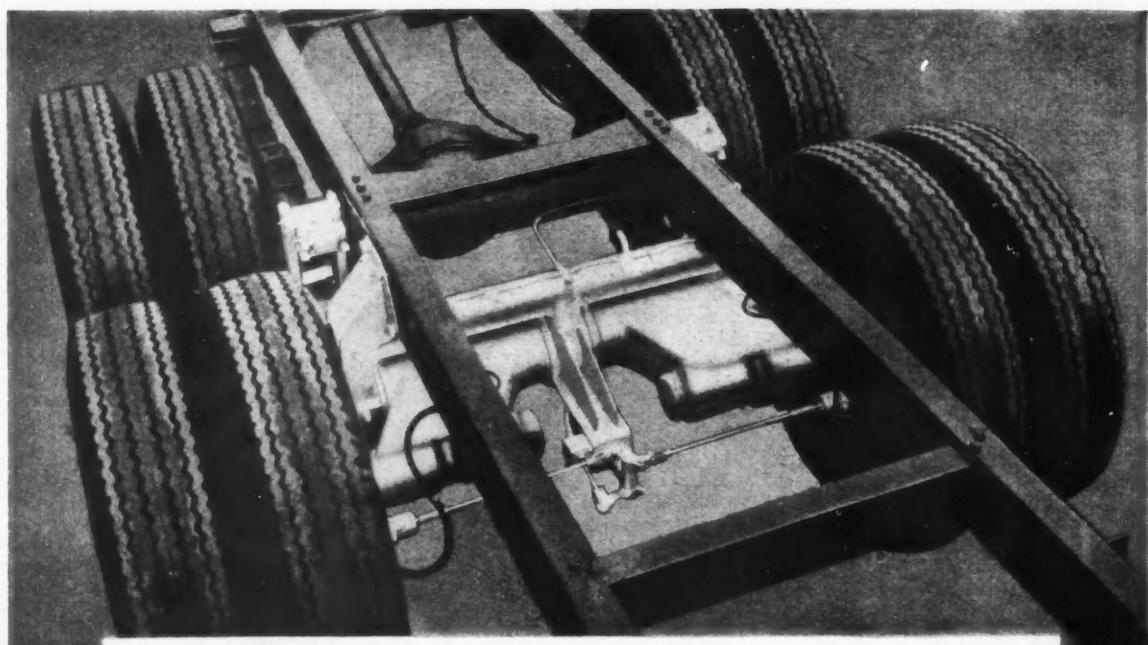
my labours, enjoying my engine's surging power as it makes mock of the direst hill, burning away my precious fluid!" "Overcome with anguish, he could say no more. "Courage, my brave Egbert!" Matilda resolutely entreated him. "You are here, in your own bed, Egbert. You have but dreamt this calamity."

Hope battled with despair in Egbert's face. Clutching her hand in his troubled grasp, he breathed, "Assure me yet again, dearest Matilda, assure me it was all an evil dream."



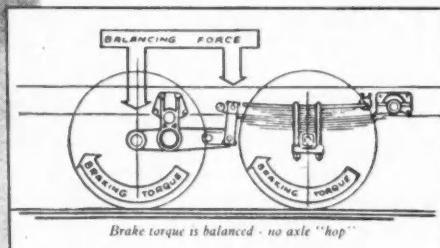
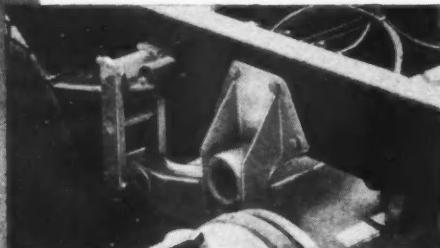
* The finest quality Derv—BP Derv—is available at Agency sites throughout Britain. With a Shell and BP Derv Agency card your drivers can fill up with BP Derv on credit or for cash at agency rates. The sign on the right is the sign they should look for.





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This Leyland Tiger Cub is operated by Pluck den Dagh, N.V., Maarsen, Holland. The Dutch bodywork was built to suit the British regulations, as the vehicle is scheduled to make 12 tours here this year. It is 30 ft. long, and the seven rear rows of seats are raised. Styling and the generous glazing are attractive.

London Road Design— from the Outback

A MAN who lives 12,000 miles away, in the Australian "outback," has won a prize worth £250 in a competition to redesign London's road system.

Mr. I. W. Morrison, of Doodlakime, Western Australia (population 148), learned this week that his scheme was one of five preliminary prizewinning plans submitted in the Roads Campaign Council's £4,000 "New Ways for London" competition.

The five finalists, selected from 54 world-wide entries—including one from Hungary—have to submit detailed schemes and models by October 30.

The other prizewinning entries have come from Mr. J. A. Proudlove, Liverpool; Mr. W. K. Smigelski, Rawdon, nr. Leeds; Dr. Boileau, Mr. G. E. Chadwick and Mr. D. F. Medhurst, Manchester; and Mr. P. Brigham, Mr. G. E. Latter and Mr. B. Macartney, of London, S.W.

APPLICATION CHANGED AFTER PUBLICATION: WITHDRAWN

AN application to the Yorkshire Licensing Authority at Bridlington, on Tuesday, by R. A. Johnson, Hedon, near Hull, for the substitution of an articulated low-loader for a 3-ton tipper on a B licence, was withdrawn because it did not accord with the details published. A new application is to be made.

The application, as published, was to delete one vehicle (3 tons) and to add an articulated vehicle (tractor, 3 tons, and semi-trailer, 2 tons) to be acquired. Mr. R. E. Paterson, for the applicant, said Mr. Johnson had been advised by the Road Haulage Association on his original application for an ordinary articulated outfit, but since it was lodged customers had asked for transport for parts of prefabricated houses, which required a low-loader.

Mr. T. B. Atkinson, objecting for British Railways, said that, had they known a low-loader was involved, Pickfords would also have objected. The application was opposed by a number of private hauliers.

Fewer Service Areas on Motorway

THERE have been second thoughts at the Ministry of Transport about the location of service areas on the London-Birmingham motorway. Instead of placing them at 12-mile intervals, as at first planned, there will now be only two, or possibly three, on the road between St. Albans by-pass and Watford Gap in Northamptonshire.

During a tour of the half-completed motorway on Monday, Mr. Harold Watkinson, Minister of Transport, said he thought too many service areas would encourage loitering and that those opened when the road came into use would consist only of petrol pumps and a towing service. In the light of experience, fuller facilities might be provided in the future.

Progress on the London-Birmingham motorway is good—many stretches are now having cat's-eyes installed—and if the summer is no worse than average the road should be completed on schedule at the end of October.

"LIGHT THE MOTORWAYS"

REGRET at the decision not to light the new motorways was expressed yesterday by Mr. O. W. Humphreys, director of the research laboratories of the General Electric Co., Ltd., in an address to the 11th British Electrical Power Convention at Torquay. He was convinced that the reversal of this policy could only be a matter of time.

DANGEROUS LOADS BY ROAD

THE Foreign Secretary has presented to Parliament the European agreement concerning the international carriage of dangerous goods by road. This was drawn up at Geneva in 1957, but has not yet been ratified by Britain.

PROFIT AND LOSS

Lisbon Electric Tramways, Ltd., £66,589 profit. Year's dividend 6 per cent.

British Indostrito Glass, Ltd., £34,792 profit before £17,025 tax. Year's dividend 7½ per cent.

George Ewer and Co., Ltd., £35,025 group net profit after £29,795 tax. Year's dividends 18½ per cent.

Hastings Trolleybuses Go: Fares Cut

AFTER 28 years, trolleybuses ceased service in Hastings and Bexhill last Sunday, and Leyland Atlanteans took over on Monday. The last trolleybus to run carried an official party from Bexhill to Hastings at noon on Monday.

Maidstone and District Motor Services, Ltd., who provide public transport in Hastings, have introduced 37 Atlanteans, most of which seat 78 passengers, whereas the trolleybuses seated only 54 or 56. Drivers have taken easily to the Atlanteans, with their semi-automatic Pneumo-Cyclic gearboxes and centrifugally operated clutches.

The change-over has enabled certain economies to be made, and reductions affecting more than 1,000 fare stages have been introduced.

Fourteen of the buses are low-height 73-seaters with bodywork by Weymann, Ltd. They are operated on the route passing under the Sackville railway bridge, where the road has been lowered. In the past single-deckers have had to be used on the route under the bridge. The normal-height 78-seaters have bodywork by Metropolitan-Cammell Carriage and Wagon Co., Ltd., and weigh 8 tons 14 cwt.

Twenty-two of the Leylands are based at Silver Hill depot, where the trolleybuses were stationed and maintained, nine at Brick Street, and six at Bexhill.

[The plans for the change-over were fully described in *The Commercial Motor* on March 6.]

C LICENCE EXCHANGED FOR B TO CARRY OIL

CONSUMPTION of home-heating oil was increasing rapidly, stated Mr. J. A. Dunkerley, before the North Western Licensing Authority, Mr. F. Williamson, at Blackburn, on Monday. The Licensing Authority was hearing an application from Hargreaves (Lancashire), Ltd., Blackburn, who wanted a 3½-ton tanker on B licence to distribute kerosene, diesel and fuel oils within 50 miles of base.

At present the vehicle was on C licence and was being used to distribute Esso home-heating oil to domestic consumers. Previously the vehicle had belonged to the Esso Petroleum Co., Ltd., and in the summer, when the demand for heating oil dropped, had been used to carry kerosene, diesel and fuel oils. Hargreaves wanted to continue this out-of-season traffic.

Mr. E. Rollinson, an Esso traffic superintendent, stated that they had used Hargreaves as a distributing agent for home-heating oil, but this was only a seasonal occupation. They wanted Hargreaves to carry small loads of diesel and fuel oil in addition to other traffic.

Mr. J. Kershaw, objecting for British Railways, said he would be satisfied if a condition stating that the applicants were allowed to carry only for Esso was attached to the licence. Mr. Dunkerley agreed with this, and Mr. F. Williamson granted the application.

1947 Act Attacked By Salaried Staffs

THE Transport Act, 1947, had been unsound in laying down that the British Transport Commission should pay its way, taking one year with another, said Mr. W. J. P. Webber, general secretary of the Transport Salaried Staffs' Association, at their conference at Hastings last week.

"We strongly object to the public expecting to get cheap transport subsidized by inadequate rates of pay and conditions of service now applying in the industry," he stated.

Private haulage should be made more expensive. "It is ridiculous that railways should work below capacity while the roads are strained beyond limit at a real cost to the nation as a whole," Mr. Webber added.

The enormous increase in C licences meant unfair competition. Ancillary operators had none of the obligations of the railways and had nothing like the capital expenditure that the Commission had to face. Legislation to enforce the use of B.T.C. services was needed.

Other remarks made at the conference were reported last week.

TELL THE CUSTOMERS THE ADVANTAGES

HAULIERS should point out to their customers the advantages of road transport under private enterprise. Trade and industry did not like the service they received when there was a virtual rail monopoly and they would not like it any better under the complete renationalization threatened by the Socialists, said Mr. D. H. McVeigh, chairman, East Midland area of the Road Haulage Association, at the annual dinner of the Boston Sub-area last week.

He reminded members of the vigorous attack made on British Road Services by the late Mr. H. Scott Hall ("S.T.R." of *The Commercial Motor*) in Boston during the early days of nationalization. His remarks were resented at the time, but later justified by subsequent events.

Recounting the many vicissitudes of the road haulage industry, Mr. E. A. Moffatt, chairman of the Boston Sub-area, claimed that it was so virile that it had never failed to overcome any setback which had arisen. This time they had entered the fight early against another attempt at nationalization. In his view, the Socialists would control C licences if they had the opportunity, by first allowing a claimed tonnage and then subsequently requiring proof of any additional need.

TOTAL DIFFICULTIES

BECAUSE of production difficulties which are beyond our control, we regret that it has been necessary to curtail the number of editorial and advertisement pages in recent issues of *The Commercial Motor*.

We hope that readers and advertisers will accept our apologies for the omission of any of our usual features.

C14

Railways Ruin Coal Haulage Business

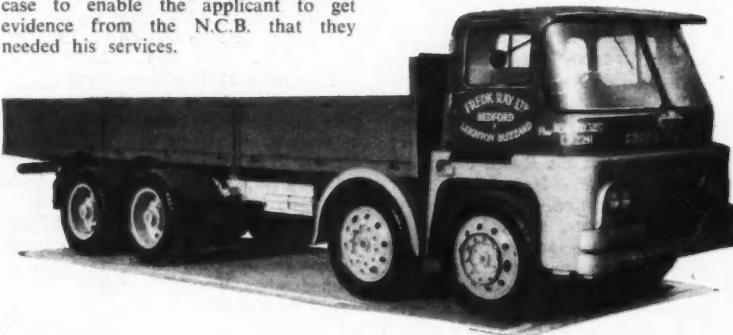
AT Sheffield last week a private haulier Mr. M. H. Parker, Calow, Chesterfield, told the Yorkshire Deputy Licensing Authority Mr. J. H. A. Randolph, that British Railways had practically ruined his haulage business.

He was applying for licence conditions "Coal as required for D.M. Services" to take the place of the present condition "open cart coal." He had two vehicles which had spent nearly all their time carrying open cart coal for D.M. Services, a pool of private hauliers of which he was a member. That work had now gone as a result of British Railways' new policy on coal haulage.

He could find work carrying coal from pits to National Coal Board stacking grounds.

Mr. Randolph told him that he had a business which fluctuated as he was not operating certain conditions on his licence, and he could not expect conditions to be put on just to give him work.

The Licensing Authority adjourned the case to enable the applicant to get evidence from the N.C.B. that they needed his services.



The body of this Guy Invincible is 24 ft. long. Though not a tipper, it was built by the Duramin Engineering Co., Ltd., Stonefield Way, Ruislip, Middx., to have a capacity of 12 cu. yd. The operators are Frederick Ray, Ltd., Leighton Buzzard.

Municipal Opportunities

Maidstone Corporation are recommended to buy two sweepers.

Lowestoft Health Committee seek to buy an S.D. refuse collector.

Mitcham Corporation are advised to acquire two S.D. refuse collectors.

York Streets Committee recommend that two Manulelectric appliances be acquired.

Southampton Borough Council are recommended to purchase two Dennis refuse collectors.

Nantwich Rural District Council are to acquire a refuse collector from Anchor Motors, Ltd.

Swinton and Pendlebury Corporation are advised to buy a pick-up from Heywood Motors, Ltd.

Middlesbrough Fire Brigade Committee are to order a Commer water tender, a Gamecock chassis and two Thames vans.

Walsall Transport Committee recommend that 15 Dennis Loline buses with Willowbrook coachwork be obtained.

Haydock Urban District Council are to buy three Commer 5-tonners from the Sandon Motor and Engineering Co., Ltd.

Norwich Health Committee recommend that Delves Motors, Ltd., supply four Dennis Paxit II refuse collectors and a Bedford van.

Essex Highways Committee recommend that a gully emptier be acquired. The general purposes committee are to buy a Morris LD.1 for an old people's home, and an LDO.1 for a training college.

Cardiff Vehicles Committee wish to purchase two Bedford-Lomas ambulances from Nash of Cardiff, Ltd., and a Land-Rover from the Arlington Motor Co., Ltd. Tenders are to be invited for the supply of a Bedford Workabus.

Licence Granted For Maintenance Vehicle

IN order to improve their maintenance facilities Wilkinsons Transport (Bacup), Ltd., applied to the North Western Licensing Authority, Mr. F. Williamson, for one vehicle of 3½ tons on B licence. The licence was granted at the Blackburn hearing on Monday.

Mr. J. A. Dunkerley, for Wilkinsons, said that the vehicle would be used for substitution purposes only, in place of vehicles which were undergoing repair. The Wilkinson fleet consisted of 21 units on public A, special A and B licences. The new vehicle was to be used in lieu of vehicles on all three licences. It was to be used solely for maintenance purposes and not as an addition to the fleet.

Mr. Wilkinson, a director, submitted details of the maintenance which various vehicles had undergone and schedules of sub-contracting, which had been forced on them when vehicles had been off the road.

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Plastics Weight

THE difficulty of fitting a 7-ton vehicle with 6-ft. sides, to comply with a licence condition of 3-ton 10-cwt. unladen weight, was only one of the problems facing Mr. J. Woodall, a haulier of Streetly, Staffs. Operational economy demanded the use of an oil engine, a fire screen between cab and body was essential as were oversize tyres. Moreover, the body had to be increased in length to 17 ft. 3 in., from the normal length of 16 ft. 6 in.

The chassis, a Thames 6D 7-tonner of 160-in. wheelbase, was equipped with a standard cab and carried 9.00 by 20 tyres in place of the standard 8.25 by 20.

The vehicle will be employed delivering Dunlop tyres from Birmingham to areas all over the country; inflammable solvents will be regularly carried on return runs, hence the steel fire screen.

An unladen chassis weight of 2 tons 16 cwt. allowed a body weighing only 14 cwt. to be used. Loading methods required an open-top body with an 8-ft. front section, and provision for the attachment of ropes, hoopsticks and so on.

Combined Construction

After careful investigation of alternative forms of body construction, technicians of the Welford Engineering Co., Ltd., Oldbury, decided that the most suitable type would be one based on corner pillars of wood-filled aluminium section, glass-fibre sides, intermediate pillars and rear wings, a timber floor and a light-alloy tailboard.

Sides and front are constructed of two layers of glass fibre, each of 2 oz. mat, to which is added a surface mat to provide an improved finish. Each one-piece side comprises four sheets of glass-fibre, bonded together at the joints and covered by top-hat-section pillars, bonded to both sheets. Wood inserts extend to within 12 in. of the lower

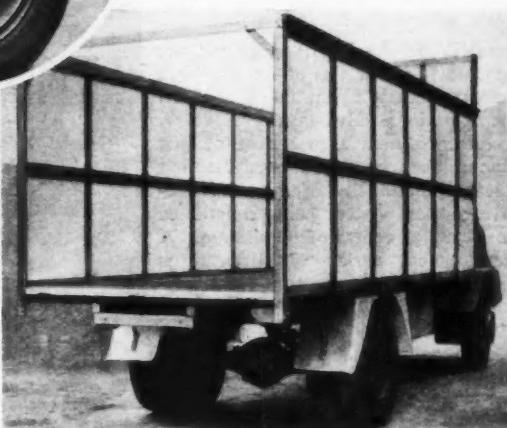
The plastics-sided body reduces this Thames 6D 7-tonner to an overall unladen weight of less than 3½ tons.

structure is most needed by using the lightweight plastics for panels, pillars and rear wings. Employing plastics wings, for example, has afforded a weight saving of 30 lb.; two standard types of wing weighing 60 lb. This gain has been obtained despite the use of bonded stiffeners of glass-fibre and steel stays, to prevent vibration, measures which were considered unnecessary by the material suppliers.

Variation of the standard mounting method is employed to reduce the loading height. The nine cross bearers are of 3-in. by 1½-in. steel channel section, secured to one-piece angle iron longitudinals, located in line with the main chassis members. Weight of the body is supported by full-length timber packing pieces.

The structure is reinforced by light-alloy angle-section sills on the lower side, whilst an aluminium "crash rail" is used to reinforce the sides at the top. A light-alloy tie bar is fitted between the two rear pillars. The tailboard is con-

Reduce and Cost



(Above) Plastics were used for the rear wings, which accounted for a 50 per cent. weight saving over standard types. Two wings, fully reinforced, weigh only 30 lb. in the new material. (Right) An internal view of the Welford body showing the heavy wood flooring, and the light-alloy tie bar bracing the two sides.

ends, into which steel members are bonded to facilitate welding to the cross bearers.

Corner pillars are of 2½-in. by 2½-in. by ¼-in. angle section, whilst the floor is constructed of 1-in. tongued-and-grooved timber sections, bolted direct to the cross bearers.

The heavy section of these parts shows that it has been possible to increase the weight of materials where robust con-

structed of light-alloy extruded sections, and the front panel is reinforced with light-alloy angle pillars. The six hoops are of the detachable steel type.

Apart from the saving in cost, achieved by the extensive use of glass fibre, this form of construction is considered to have other advantages over the all-aluminium body, not least of them being the corrosion resistance of the plastics material.

Mr. Speight Again P.V.O.A. Chairman

CHAIRMAN of the Passenger Vehicle Operators' Association, Ltd., national council for another year is Mr. F. J. Speight, a director and secretary of the group controlled by G. Ewer and Co., Ltd., London. Vice-chairmen are: Mr. A. Bolton, Mr. W. Dodds, Mr. T. Hoyle; treasurer, Mr. F. Bloomfield. Chairman of the national executive and finance committee is again Mr. John M. Birch.

Area elections have resulted in the following chairmen being appointed: East Midland: Mr. J. E. Woolliscroft; Northern: Mr. W. Emmerson; North Western: Mr. J. Rigby; Scotland: Mr. W. Dodds; South Wales: Mr. A. E. Brewer; Western: Mr. G. Feltham; West Midland: Mr. H. W. B. Richards; Yorkshire: Mr. T. Hoyle; London and Home Counties: Mr. W. Cronshaw.



CONTINENTAL SY

By

P. A. C. Brockington,

A.M.I.Mech.E.

(Left) The Eagle machine's team at work. Bins, after emptied, are collected on a lightweight trolley for return to householders' premises.



(Above) The loading team wait for the Eagle machine to complete its emptying operation before reloading with another bin. (Right) A close-up picture shows the bin at full-tilt, efficiently sealed to prevent dust billowing into the atmosphere.

would not be necessary if it were compared with a typical system.

The dustless scheme almost eliminates bin lifting, is far cleaner for the operating personnel and keeps premises and streets free from spilled refuse.

Machines employed for the pilot scheme comprise four Eagle Speedyload 16-cu.-yd. outfits based on Austin long-wheelbase oil-engined 7-ton chassis with forward control



MUNICIPAL undertakings throughout the country have been keenly interested in the dustless collection pilot scheme started by Birmingham Salvage Department last January with four vehicles. The approval of the city council, on April 21, to extend the scheme to cover the entire city area followed highly favourable reports on its operational advantages.

It represented a precedent of first importance because it was the first example nationally of a comprehensive dustless system being sanctioned for a major centre of population. A development period of 10 years is regarded as the maximum for applying the scheme to all the city districts. It may be fully operative in about eight years.

Additional Cost

According to an estimate from the salvage department (*The Commercial Motor*, April 24), the additional cost of dustless collection in the first year will be £45,450 to £49,050, and overall application of the scheme will increase the cost by £135,990 to £171,090. Corresponding increases in the 1d. rate will be 0.66d. to 0.71d. in the first year, and 1.98d. to 2.49d. in the final year.

In the system that is being superseded by dustless collection, the loader empties the bin into a plastics skep on the householders' premises. His walking distance is thus reduced by 50 per cent., compared with the movements of a loader when the conventional method of carrying the bin to the vehicle is used.

To assess the economic factors of dustless collection, it is necessary to allow for the extra distance covered by the collecting personnel in handling the special bins which

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SYSTEM FOR BIRMINGHAM

*Dustless Collection,
Tried, Proved and
Accepted, Now to Cover
the Whole City*

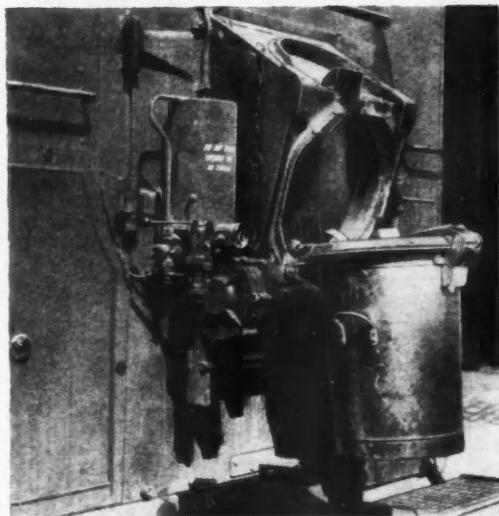
and one German Haller collector of the same capacity, supplied by Glover, Webb and Liversidge, mounted on a Commer chassis, which is also an oil-powered 7-tonner.

The capital outlay in both cases represents an increase of some 50 per cent. compared with the cost of conventional vehicles of comparable capacity. The extra expenditure on special bins is proportionately of the same order.

Operation of the vehicles is arranged to conform to the department's "traditional" system, whereby the vehicles complete three rounds in



(Above) The German Haller collector mounted on a Commer Karrier 7-ton oil-engined chassis. (Left) This close-up picture shows the refuse bin in position ready for the Haller machine to start the disposal operation.



the day and return to a depot after each trip to deliver refuse to separator and incinerator plants. An essential part of the system provides operators with the opportunity to use the canteen facilities provided for snack meals at breakfast and tea-time and for a cooked mid-day meal.

Vehicles in the pilot scheme collect refuse in the north sector of the east area and deliver it to the Montague Street depot, an average journey of nine miles. Although the existing capacity of the plant at the department's five depots is not sufficient for the tonnage of refuse collected, a new depot in the south area, and later a second depot of increased capacity in the east area, will obviate the need for using tips for the disposal of a

proportion of the refuse. The availability of tipping sites is somewhat limited, and no sites would be available in the city area in a few years' time if direct tipping were continued indefinitely.

Collections are made weekly and, on average, the work in a five-day week by each of the new machines entails visits to some 3,000 premises, an average of about 200 premises per round. Four vehicles are regularly employed and one vehicle acts as a stand-by. Approximately 11,000 premises are now covered by the scheme, from a combined total of approximately 320,000.

Each machine is operated by a team of seven men, comprising driver, four collectors and two loaders. Two of the collectors go ahead of the machine with lightweight trolleys and transfer the loaded bins to the kerbside. A row of bins is, therefore, in position for loading when the vehicle arrives at the premises. The loading operation is normally completed by the two men in about 15 seconds. The remaining collectors are, in

effect, bin distributors, for they return the empties to the premises, using the same type of trolley.

Both types of vehicle are equipped with a Zoller air-operated shutter at the rear of the body, and the bins are lifted about 3 ft. to enable a cross-pin to be located in a hook. By the movement of a lever the bin is then emptied into the body by the action of the pneumatic mechanism. This raises a pivoted arm which lifts the bin and tilts it forward so that a tongue on the lid engages with a bracket on the shutter.

In the next operation the bin is raised to the full-tilt discharge position, and at the same time the lid is opened upwards on its hinges inside the vehicle and the reinforced rim mates with a seal on the shutter. After being shaken mechanically (the Birmingham loaders prefer to perform this job manually), the bin is returned to its original position by the operation of another control lever.

One Manual Lift

Raising the bin to shutter level is the only manual lifting performed by the members of the team and, according to the Eagle company, even that may soon be eliminated. A hydraulic lifting device is being introduced, which will enable one man to load a full bin. In this case, a hydraulic ram mechanism would replace the pneumatic cylinder of the shutter.

The special bins are of 2½-cu.-ft. capacity and the container section is of the standard type. Following standard German practice, the lids

incorporate a number of individual features in addition to those mentioned in earlier paragraphs. These include, in the centre, a "palm hold" in the form of a dome, which facilitates manual handling.

Weighing 3 lb. empty, a bin is normally loaded by the operator on a trolley with one hand, and the trolley can be wheeled to the vehicle with the minimum effort. Experiments have been made with bins of 3-cu.-ft. capacity having a similar lid.

Bins are loaned on a rates charge in all areas, and the higher cost of the special bins may be partly or wholly offset by an increase in useful life, compared with the average of eight years. The elimination of lifting and ease of movement should reduce damage to a minimum (none has been damaged since the scheme was started) and, even more important, these facilities should remove the most common cause of physical injury.

The possibility is being considered of providing staff with clothing now more appropriate to the cleanliness of the job. It should also be possible to retain the services of older men.

Before the pilot scheme was

introduced an estimate of labour requirements was prepared by the department. It forecast that dustless collection would necessitate an increase in staff of about a third. Operation of the scheme has shown that this estimate was valid.

Whilst the department are confident that both types of machine will have a useful life of more than 10 years, an accurate estimate of maintenance costs cannot be made. Ample facilities exist, however, for the repair of wearing parts.

Apart from the common use of a Zoller shutter, the Eagle and Haller systems are basically dissimilar. In both cases, however, the refuse discharged from the bin is tipped into a rotating elevator.

The elevator of the Eagle system, which is based on the German Küka design, takes the form of a bucket wheel, which rotates at about 4 r.p.m. and carries the refuse upwards to a chute by means of spring-loaded blades. From the chute, the refuse is discharged into a rotating drum in unit with the bucket wheel. An outstanding feature of the drum is a continuous spiral or hollow worm, attached to the inside surface.

Movement of the drum propels the refuse forward and compresses it. The refuse is discharged by continuing rotation in the same direction, which carries the material towards the hinged rear door. Discharge is completed without tipping in six to seven minutes.

In contrast to the Eagle system, the Haller internal mechanism incorporates a full-length distributor worm located near the top of the body. This is of relatively small diameter and carries the upper layers of refuse towards the front of the container and distributes the material evenly in the free space available.

Discharge is by tipping by an underbody single hydraulic ram. Free movement of the material is facilitated by the upward displacement of the rear section, together with the roof and distributor worm as a unit. This is performed automatically by cables as the body is tipped.

A notable feature of the Haller body is the provision of side doors at the front. These can be used by the operatives to load bulky or "odd lots" of refuse which cannot be deposited in the bin.

New B.R.S. Depot at Grays

STATEGICALLY placed to handle the potential increase in traffic expected from both the Continental ferry via Tilbury and the nearby Purfleet tunnel, the new Grays depot of British Road Services could also be expected to benefit from the expansion of the adjacent West Thurrock trading estate. This was stated by Maj.-Gen. G. N. Russell, chairman of B.R.S., at the official opening of the depot last Friday.

In addition to promoting traffic between Essex and Kent, the opening of the tunnel could result in goods bound for the southwest being diverted via the tunnel instead of through London. Whilst both road and rail had their separate jobs to do, the customer could benefit from some standardization after regard had been given to relative costs and market conditions. At the present time 25 per cent. of B.R.S. parcels traffic was interchanged on to rail.

The site of the new depot covers an area of 9½ acres, with ample room for expansion. Storage accommodation occupies approximately 20,000 sq. ft., and offices, maintenance facilities, canteen and covered vehicle parking space occupy 22,250 sq. ft.

The present vehicle strength is 56, of which 21 are "artics." Approximately half the 82 semi-trailers available have been adapted for Continental work.

In contrast to the specialized depots in London, Grays is intended as a general-

purpose depot and operates a wide range of services, including night runs to the Midlands, South Wales and Yorkshire. Warehousing is provided both permanently and temporarily.

The fuel island is equipped with two Brodie-Kent Flo Meters and a Beck lubricating-oil dispenser operated by compressed air. Other equipment includes a Laycock Niagara Merlin washing machine and a Weaver steam cleaner.

A Coventry Climax fork-lift truck is used with 48-in. by 40-in. wooden pallets. All semi-trailers have standard fifth-wheel S.A.E. couplings. A prototype Douglas Tugmaster is employed to move semi-trailers within the depot. It is capable of raising and hauling both 10-ton and 15-ton semi-trailers, and all operations are controlled by the driver, who is seated in a side position to improve visibility. A Hyster clamp truck is fitted with a hydraulic pump and has a lifting capacity of 4,000 lb. up to 12 ft. It has independent clamp operation.



Fuelling a Leyland eight-wheeler at the new B.R.S. Grays branch. In the background is an A.E.C. from Burton branch.

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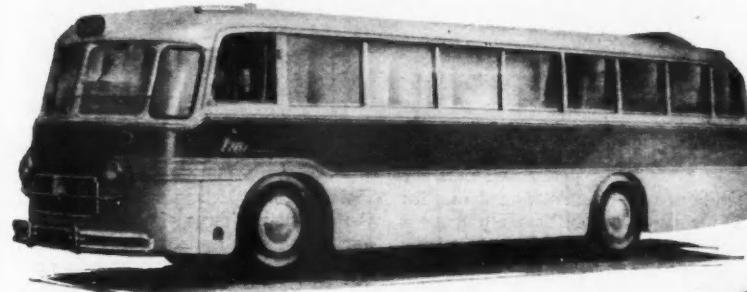
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Behind the Iron Curtain

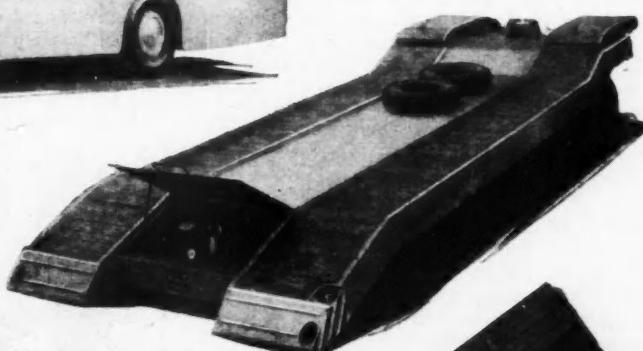


(Above) Known as the HK16, this 35-ft. 6-in.-long bus hails from China. Probably based on a Russian-inspired chassis, the clean body is notable for the apparent lack of opening windows, suggesting that full air conditioning is incorporated. A 180 b.h.p. six-cylindered oil engine is mounted transversely across the frame at the rear, with the radiator on the near side fed with air through the scoop which can be seen on the roof.

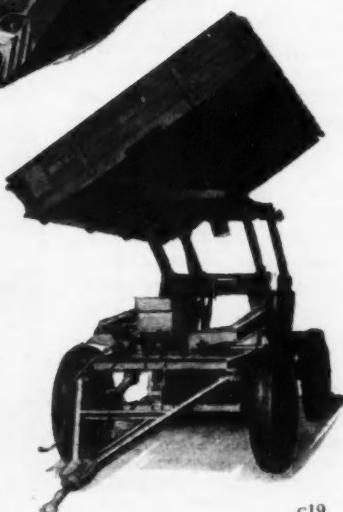
AMONG the interesting points which arise from a study of four of these five vehicles produced behind the Iron Curtain is the indication that mechanical loading there has not developed to the same degree as in Britain. The complication and cost of both types of trailer elevating gear shown would not be acceptable here, where the normal practice would be to use simple trailers served by a loading shovel.

It would also appear that electrical power is cheap and readily available, in East Germany at least, as both of the elevators rely on a mains supply.

The battery-electric van is notable for its range and up-to-date appearance, whilst the Chinese bus demonstrates American ideas which have, in turn, been borrowed from Russia.



(Above) A novel approach to the ground-loading implement-carrying trailer is shown by this East German design for 60-ton payloads. Four built-in hydraulic jacks, powered by the two-stroke petrol engine and oil pump which can be seen under the raised flap, lift the trailer body slightly to free the rear bogie. The bogie is then rolled forward to the position shown and the body is lowered to ground level for loading.



(Right) Electro-hydraulic power is also the operating force for this self-contained high-loading and side-tipping trailer which comes from East Germany. A parallelogram linkage activated by two hydraulic rams lifts the body to 8 ft. 6 in. from ground level and a single ram then tips it to 45°. It can be used for loading railway trucks.

Municipal Transport



A Specialized Fleet at Manchester's Ringway Airport Deals with Fire-Fighting, Freight-Handling, Traffic Control and Maintenance

By Ashley Taylor,
A.M.I.R.T.E.

The Conveyancer fork-lift truck seen loading freight into a Viscount aircraft lifts the Eccles baggage truck bodily for the purpose.

BRITAIN'S largest municipal airport, Manchester's Ringway, is handling a steadily growing number of passengers and volume of freight. A clear indication of the weight of traffic passing through Britain's second largest airport may be assessed from figures that show 511,912 passengers used the airport during 1958. This is an increase of 26,963 over the previous year's total and is nearly twice the number of passengers handled at Ringway five years ago.

Civil aircraft movements last year numbered 29,329, or 2,392 greater than in 1957. Freight, in short tonnage, showed an increase of 888 over the previous year's amount with a 1958 total of 10,523. At peak times almost 5,000 passengers and 72 short tons of freight are handled in a day.

These figures imply that comprehensive ancillary services are essential in maintaining punctuality and it is mechanical transport, in various forms, that plays a vital part in the smooth running of the airport facilities.

The airport estate covers an area of 660 acres, on which

there are some 1,630 yd. of private road, 2½ miles of runway and 2½ miles of taxiways. Here, lighting services, such as the high- and low-intensity runway and approach lights, taxiway lighting and mercury-vapour road lights, are provided. Approach and runway lights, in particular, must be maintained to a high standard, and for this purpose mobile equipment is essential.

Surface cleaning must also be car-

ried out and in bad weather grit has to be spread. Salt must not be used because of its corrosive effect on aircraft structures. Furthermore, completely reliable mobile emergency and fire-fighting equipment is vital.

To meet these varied needs the corporation's airport department has built up a fleet of fire and rescue appliances, freight-handling equipment, fork-lift trucks and general vehicles. In the first classification are two Rolls-Royce Thornycroft B81 6 x 6 foam tenders and a Mercedes-Benz Unimog 4 x 4 rescue tender.

The freight-handling group's tractors and trailers comprise a Lansing Bagnall type P electric tug, two Lansing Bagnall T.O.E.R.2 electric tractors, three Lister T.C.N. 2-ton freight trailers, three Harbilt 551J tugs, two Coles Electric Eels, two Lister NU9G Auto-Trucks, three Fordson Major agricultural tractors, a David Brown Taskmaster tractor, a Jumbo hydraulic

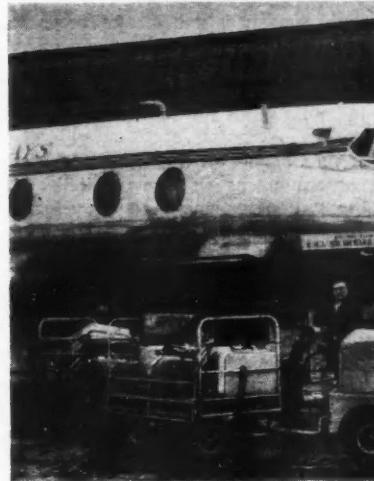


(Above) The airport's two major fire appliances, Rolls-Royce-powered Thornycroft B81 6 x 6 tenders, produce foam or water jets. (Right) The Bedford Workabus seen on the apron transports police to various parts of the airport.

With a Difference

crane, three catering trucks, 62 Eccles baggage trucks, each of 1-ton capacity, and a toilet servicing machine. Fork-lift trucks are represented by an electric Lansing Bagnall type P.F., three Conveyancer E3-20 models, a Conveyancer with Perkins four-cylindered oil engine, and a Conveyancer type E6-24.

General-service vehicles include three Bedford C.A. 10-12-cwt. vans, a Bedford 4-ton tipper, a Bedford



5-ton tipper, a Bedford 3-ton long-wheelbase truck, a Bedford-Pattison 30-cwt. tipper, a Humber Hawk saloon and two Atkinson sand and grit spreaders.

At the moment the airport is being extended and the airport director, Mr. G. A. Harvey, told me that certain items of new equipment had been specially designed to meet the requirements of the future. The main buildings should be completed next year, and their construction had been designed to expedite the movement of baggage to and from aircraft. The new runways will take any aircraft without a weight penalty and when they come into use at Manchester, Britannias and Comets will immediately be able to use the airport.

Apron-level Handling

The apron will be flanked by twin piers, one for domestic and one for international traffic, with parking space for a total of 22 aircraft at the piers. A further 10 stands will be available for freighters and other aircraft. Both within the building and on the piers, baggage will be handled at apron level, whilst passengers will use the first floor. Only foreign baggage will be handled at first-floor level.



(Above) The only fire tender based on a Mercedes-Benz Unimog chassis in this country, Ringway's unit has four-wheel drive, is capable of high road speed and has an exceptional cross-country performance. The vehicle may be fitted with various attachments for duties in addition to its main function. (Left) The Lansing Bagnall type P electric tug hauls passengers' baggage from a B.E.A. Viscount.

The corporation's plan to acquire additional land beyond the south-west end of the main runway has been approved. This also includes a scheme for halting traffic on the Wilmslow-Altrincham road when exceptionally large aircraft are taking-off and landing. However, if the main runway is extended, which would then enable such machines as the Boeing 707 and the Douglas DC-8 to use it, the highway may be taken underneath the runway by means of a tunnel.

With future needs in mind the airport department approached Lansing Bagnall, Ltd., Basingstoke, to provide battery-operated electric tractors for the baggage trains. They would have to deal effectively with a 1-in-4 ascent, when towing a possible load of 8,000 lb. A further requirement was that the unit should be capable of negotiating sharp corners in narrow passageways. Much development work was performed by Lansing Bagnall, Ltd., who finally delivered a tractor to the corporation's satisfaction.

At present, two Lansing Bagnall electric trucks are available at the airport. On average they cover over 300 miles per week during the summer

period and about 100 per week in winter. In addition, two Electric Eels, two Lister tugs and a David Brown tractor are employed on apron work.

At peak times these are all in use, but at normal periods they are about 30 per cent. employed. When not in operation the electric tractors are stored in the main garage, where there are nine points available for battery

charging. Many more electric tractors are likely to be bought when the expansion of the airport is complete.

The Taylor 3-ton crane is a necessity for breakdown purposes, but it also has a variety of "bread and butter" functions. A detachable platform can be fitted to the jib to enable maintenance work to be carried out at high levels, such as within hangars, and on obstruction and road-lighting maintenance. Typical of other work which may be performed by this crane is the lifting of the many concrete manhole covers for servicing runway lights.

High-speed Gritting

During frosty or snowy weather large quantities of grit have to be spread on the runways. Big expanses require to be treated at high speed. A search was made for gritting equipment that would work with maximum efficiency at 30 m.p.h. and two Atkinson mechanical gritters were chosen. They are towed behind Bedford 5-ton tippers. For the cleansing of the runways and airport roads, Lewin rotary brushes, hauled by tractors, are employed.

Fire appliances at Ringway consist

of two major dual-purpose units, producing foam or water jets, and a rescue vehicle. As aircraft in trouble rarely stay on the runways, low-pressure tyres, which facilitate travel over soft or rough ground, were regarded as essential for all fire-fighting appliances.

At first some difficulty was experienced in obtaining covers of the right dimensions for the foam tenders, and at one stage purchase of continental supplies was considered. However, after investigation, the Dunlop organization produced tyres of the right contour and size. With these it is possible to use pressures of 30 p.s.i. during periods of prolonged rainfall. When the ground is hard they may be inflated up to 75 p.s.i.

Aircraft crashes are always a possibility and emergency services must be able to reach and tackle difficult country as rapidly as possible. This subject was given serious consideration by Mr. Harvey and his chief fire officer. As a result, Manchester now possesses the only Mercedes-Benz Unimog fire tender in Britain. This

machine, fully equipped, cost close on £5,000, but because of its versatility the money is regarded as well spent.

In general terms the Unimog can be regarded as a 2-tonner that is as fast on main roads as a car, and as manoeuvrable on rough country as a track-layer. The articulation of the axles is remarkable. Vertical steps of over 15 in. can be negotiated, gradients of 1 in 1½ can be climbed, and water over 2 ft. 6 in. deep can be forded.

This appliance can safely be tilted sideways to angles up to 44° from horizontal and, with a superior performance on soft boggy ground, the Unimog can be relied upon to reach difficult locations in a manner that would be impossible with any conventional machine.

Ringway's Unimog is equipped with V.H.F. two-way radio and loud-hailer, two John Kerr 220-lb. dry chemical extinguishers, three 80-lb. CO₂ cylinders and hose-reel equipment, a Black and Decker electrically powered aircraft-rescue saw, and two 1,000-W. portable searchlights.

The electric generator, designed to

operate all electric equipment simultaneously, is driven by front power take-off and three 100-ft. reels of electric cable allow considerable free movement for many items of ancillary equipment. The machine may be fitted with various attachments to the power take-off and so used for numerous duties in addition to its main function.

For transport of the airport police a Bedford Workbus van is used. Police officers are regularly on special traffic control. As a safety measure, when certain large transatlantic aircraft are landing or taking-off, traffic on the road beyond the end of the main runway is halted. Police going out from their office to the control point, about two miles distant, in the Bedford van, receive direct orders by radio from the air traffic control tower.

Maintenance of the airport vehicles and equipment is the responsibility of the station engineer and all vehicles are subjected to regular inspection and maintenance, based on intervals of time rather than on mileage.

New Equipment and Publications

Shallow Lamps

BY the use of a vertical bulb, Joseph Lucas, Ltd., Great King Street, Birmingham, 19, have been able to produce driving lamps which, although 5 in. in diameter, measure only 2½ in. from the front of the glass to the rear of the shell. The new lamps, known as the Ranger 5LR and the Fogranger 5FT, are a long-range driving lamp and a foglamp respectively.

Although they are primarily designed for cars, their small depth makes them suitable for fitting in the limited space available behind the bumper on a forward-control cab. Complete with a universally jointed mounting stem they cost £4 2s. 6d. each, whilst the lamps alone cost £3 15s. each.

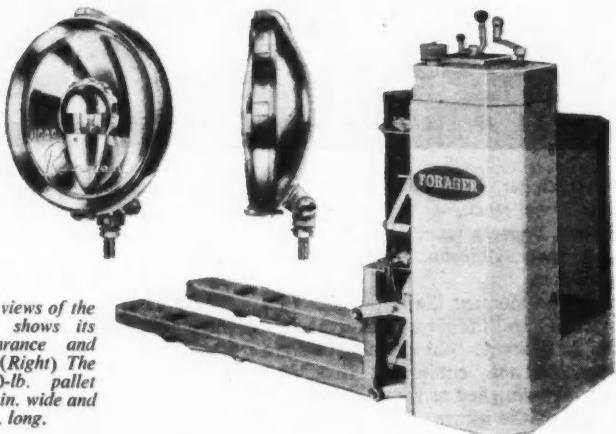
Exhauster Booklet

A BOOKLET dealing with application, installation and servicing of their rotary exhausters has been published by Clayton Dewandre Co., Ltd., Lincoln. It includes information on the latest developments in this field, including the use of aluminium rotors, fibre blades and pressurized lubrication from the engine system. The use of fibre blades is said to reduce the need for a snifter valve, thus providing a higher vacuum.

Tubing Kits

A KIT has been introduced by Tecalemit, Ltd., Plymouth, so that nylon tubing may be suitably made up to fit different vehicles. Priced at £3 3s., it is enclosed in a polythene bag and includes a length of tubing together with a selection of popular end-fittings. A

(Above) These views of the Lucas Ranger show its modern appearance and compact size. (Right) The Forager 2,000-lb. pallet truck is 2 ft. 6 in. wide and 6 ft. 3 in. long.



complete pipe assembly can be made up with the aid of a bench vice, a knife and a soft-faced mallet.

Pallet Truck

A PALLET truck with a capacity of 2,000 lb. and a lift of 5 in. is the latest addition to the Forager battery-electric range of A. Hirst and Son, Ltd., Meadow Lane, Dewsbury. The appliance is 2 ft. 6 in. wide and, with 4-ft. arms, 6 ft. 3 in. long. It weighs 1,200 lb. unladen.

Short ½-tonner

A FORK-LIFT truck measuring only 3 ft. 1 in. long (less forks) is available from G. Hunter (London), Ltd., 80 Fenchurch Street, London, E.C.3. It has a capacity of 10 cwt. at 2-ft. load centres. The truck has three wheels with an independent electric motor on each front

wheel, and can tow up to 10 tons. The heights of lift offered range from 5 ft. to 11 ft. 6 in.

Foam Adhesive

A N adhesive for binding natural and synthetic foams suitable for use in upholstery has been produced by the Dunlop Rubber Co., Ltd., Chester Road, Birmingham. Known as S843, it is a white compound comprising plasticized synthetic rubbers in non-toxic solvents.

Tightening Clips

A NON-SLIP screwdriver for tightening hose clips has been produced by L. Robinson and Co. (Gillingham), Ltd., London Chambers, Gillingham, Kent, makers of Jubilee hose clips. The tool is of the type with a shrouded head and is made in two lengths: the 3½-in. retails at 4s. 6d. and the 6-in. at 4s. 9d.

I.o.T.A. Conference, Southampton

Operators Discuss Security

Bigger Fuel Tankers Wanted : Traders Skimp Packaging : Stricter Road Discipline Needed

SECURITY in transport was the theme of the annual conference of the Institute of Traffic Administration at Southampton last week-end. Mr. A. C. West, chief constable of the British Transport Commission, was unable at the last moment to deliver an address on the subject, which was tackled instead by a four-man panel. The members were Mr. T. D. Morris, transport manager of Chiswick Products, Ltd., Div. Supt. Martin, of the Commission's police, Mr. F. R. Pywell, assistant installation manager of Shell-Mex and B.P., Ltd., at Hamble, and Mr. C. J. Parker, general manager of Cusick Transport (Southern), Ltd.

Lower Standard of Packaging

Mr. Morris said that the development of road transport had called for less rigid standards of packaging than were required for rail transit, and great economies had been yielded. This trend had been accompanied by mechanical handling and loading in bulk, eliminating much intermediate handling in the factory. A haulier had told him that 60 per cent. of his traffic now passed on pallets or in unit loads.

Emphasizing the responsibility of the trader towards the carrier, Mr. Morris pointed out that a signature was normally obtained for the total number of packages handed over, without inspection. The trader must ensure that the correct number of packages was tendered, and that his checking and documentation systems were efficient. Tables of computed weights of loads required to be kept up to date and verified. Dangerous loading might be caused by inaccurate calculation.

Mr. Martin's remarks were general and confined mainly to security at Southampton Docks. The Commission's police force had, he said, originally been formed early in the 19th century to deal with the riotous behaviour on pay-nights of Irish labourers who had been imported to build the railways. The force now consisted of more than 3,000 men and women.

Petrol as Safe as Water

Mr. Pywell was concerned with the security of motor spirit in transit, which, he said, was, if properly handled, as safe as water. He outlined the statutory regulations governing safety imposed on the carriers of petrol, and hoped that tankers larger than the present limit of 4,000-gal. capacity would be allowed.

Mr. Parker was interested mainly in safeguarding parcels in transit against loss. The problems facing all parcels carriers were, he said, the same, but were tackled in different ways. His company

relied basically on the use of a single-entry consignment note to keep track of goods. The company's system of documentation, fully described and illustrated in *The Commercial Motor* on April 25, 1958, was briefly outlined by Mr. Parker.

He emphasized also the value of vans, as opposed to lorries, in promoting security. Rear doors must have their hinge nuts on the inside, so that a pair of locked doors could not be removed complete and replaced after part of the contents of the vehicle had been stolen. When engaging new staff it was imperative to check their past records.

During the discussion a speaker complained of the lack of security for loaded vehicles parked on open sites overnight. A private survey had, he claimed, showed that on certain parking grounds not more than 5 per cent. of vehicles were immobilized.

Mr. Parker replied that a company with which he had been connected had had a good deal of success in research into immobilizing petrol vehicles, but he was not sure that it was easy to deal with oilers.

Mr. H. J. Babbage, Eastleigh branch manager of B.R.S. (Parcels), Ltd., complained of the increasing disinclination of many manufacturers, since the war, to spend money on adequate packaging, and to throw the onus of safe delivery on to the carrier. Many traders, he declared, bought up old cartons and used them for weights for which they were never designed. He urged action by chambers of commerce, in conjunction with carriers, to stop pilfering.



In his presidential address, Lord Merrivale emphasized the importance of co-ordinating motorway and urban road development. He also stressed the need for strict lane discipline—but by persuasion rather than compulsion. He singled out the private motorist as the worst

R.H.A. Trying to Reduce Thefts

ACTIVE work in promoting security in transport is being carried on by the Road Haulage Association under a blanket of secrecy. A committee to investigate the matter has been set up, but the names of the members have not been divulged. Even the number of members remains a secret.

Two meetings have so far taken place. Mr. N. T. O'Reilly, one of the four national vice-chairmen of the Association, is understood to have presided at the second meeting, held recently. The committee are believed to cover the

£1,000 THEFT FROM VAN

THE theft of 20 television sets and two record players, valued at more than £1,000, from a van at Crofton, on the Wakefield-Doncaster road, has been engaging the attention of the Wakefield police. The vehicle, which was carrying several thousand pounds-worth of television sets and record players, was left overnight in a car park while the driver spent the night at a café. Next morning he found that the rear doors of the vehicle had been forced.

A large van was seen near the vehicle and efforts are being made to trace it.

offender in this respect, with the C-licence driver lying second.

He hoped that other centres would follow the example of the Manchester centre in 1954 in setting up a research committee to study traffic congestion and advise local authorities.



Lord Merrivale's theme was taken up at the annual dinner by the Earl of Gosford, the Government spokesman on transport in the House of Lords. He pointed to the lamentable lack of traffic engineers skilled in designing roads in towns. The Government could not, he declared, direct local authorities to undertake road improvements and new works, but merely advise them.

Nevertheless, local authorities should look ahead and, if traffic were not to be brought to a standstill, they would have to listen to advice. Public transport should not be banned from busy areas, and there should be no strict limits on waiting by goods vehicles. The appointment of traffic wardens to aid the police was, he thought, the next step in dealing with road traffic. He urged manufacturers not to send by road abnormal loads that could be accommodated on rail.



Lord Merrivale was re-elected president. Mr. A. T. Hills succeeded Mr. A. MacNair as chairman of the national council. Vice-chairmen are Mr. W. Lindley, who was re-elected, and Mr. K. G. P. Bowyer. Mr. L. C. Harrison remains honorary treasurer.

interests of much of the membership.

So far, they have been discussing the facts and figures concerning thefts of vehicles and their loads. They are obtaining information on methods of stealing and on the places where thieving is most rife.

Details are being collated of devices for immobilizing vehicles and to give warning when engines or doors are tampered with.

It is expected that the Association will periodically issue advice to members on security methods.



(Left) A small Bedford with body by Lee Motors, Bournemouth, about to leave the ambulance station at Fareham for Royal Portsmouth Hospital, collecting sitting patients on the way. (Below) The area in which the Hampshire ambulance service operates. The figures indicate the number of vehicles at each site. The arrows show the sub-stations attached to the main stations at Winchester, Aldershot, Fareham and Lymington.



RADIO control has done more than anything else to raise the efficiency of the Hampshire county ambulance service to a high level. Savings in mileage have been made possible by the diversion of vehicles while on the road—the mileage per patient dropped from 9.94 in 1956 to 8.95 in 1957—but they are a secondary consideration. The most important benefits are speed in dealing with emergencies, ability to obtain the maximum amount of work from a relatively small fleet, and relief from frustration—advantages that are not easily measured in cash, but are of vital moment to the public.

Winchester is the administrative centre of the system, which Mr. E. T. Mallinson, county ambulance officer, under the direction of Dr. I. A. MacDougall, county medical officer, set up in 1948. It is an amalgam of 28 separate services, each with its own method of working and call-out. The co-ordinated system covers the whole of the county, except Bournemouth, Portsmouth and Southampton, which are local health authorities under the National Health Service Act, 1946, and still provide their own facilities. Nevertheless, there is close contact between the county organization and the three separate county borough services.

Demands on the ambulances grow year by year. The mileage increased from 693,352 in 1954 to 962,552 in 1957 (the latest year for which statistics are available), and the number of patients carried rose from 43,689 to 110,155. Road accidents in 1957 provided 2,333 casualties and other accidents, 1,802. Sudden illness demanded the collection of 4,171 patients, whilst 2,567 maternity, 585 mental, 1,196 infectious and 97,501 other cases were handled.

Railway transport is also being used to a greater extent, the number of passengers having doubled between 1954 and 1957 (618 against 1,251).

The hospital car service provided by some 300 volunteers is a useful but declining adjunct to the ambulance system. It covered 1,039,539 miles with 113,509 patients in 1957, compared with 1,480,959 miles and 150,908 patients in 1954.

It is organized jointly by the Women's Voluntary Services, St. John Ambulance Brigade and British Red Cross Society, and is controlled by a county organizer and 10 area transport officers. For the first 800 miles a month owners of cars up to 14 h.p. are paid 7d. a mile and over 14 h.p., 7½d., but beyond that mileage the rates are reduced to 5d. and 5½d., respectively.

This Bedford ambulance is being used to remove an elderly man with a fractured pelvis from his home in Farnborough to Farnborough and Cove Hospital.

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Demands on Hampshire's County Ambulance System Continually Growing : Progressive Change to Oil Engines in Fleet Based at 22 Points Saves £1,300 a Year

Radio is an Ambulance Service





By
A. E. Sherlock-Mesher

Service's Biggest Asset



The county is divided into four ambulance areas—north-east, central, south-east and south-west.

Aldershot, where four ambulances, a car and a Bedford 30-seat bus (to carry mentally defectives to and from an occupational centre) are based, is the main station in the north-east area. It has sub-stations at Alton (two ambulances and a sitting-case Bedford), Basingstoke (three ambulances and a "sitting case"), Farnborough (one ambulance and a "sitting case") and Hartley Wintney (one ambulance). Winchester—the main station in the central area—has five ambulances and a car. Sub-stations are at Andover and Eastleigh (each two ambulances), and Broughton, Romsey and Whitchurch (each one ambulance).

The south-east area is centred at Fareham (where there are four ambulances and two utilities), with sub-stations at Gosport (two ambulances and a utility), Havant (three ambulances and three utilities), Hedge End (one ambu-

A Bedford bus attached to Aldershot main station taking handicapped people from Farnborough Occupational Centre to their homes. The journey is 68 miles.

lance) and Petersfield (one ambulance and a utility). Lymington, with four ambulances and a car, is the main station of the south-west area. Sub-stations are at Christchurch (two ambulances and a sitting-case vehicle) and Fawley, Ringwood, New Milton and Totton (each with one ambulance). At each of the main stations one ambulance is regarded as a spare. One of the ambulances at Winchester is an area spare and another is a county spare.

Each area is self-contained, but is not watertight, and is controlled by a superintendent-driver. A head driver is in charge of each of the six large sub-stations. There are 104 whole-time ambulance driver-attendants and four part-time attendants. Each of the main stations has a full-time clerk-telephonist. All the operational staff are fully qualified in first-aid and attend annual refresher courses.

Main stations are manned by drivers working shifts from 6 a.m. until 2 p.m., 2 p.m. until 10 p.m. and 10 p.m. until 6 a.m., with a superimposed day shift from 9 a.m. to 6 p.m. to provide the maximum number of drivers during peak hours. Normally, when they are on duty (from 8 a.m. until 5 p.m. Monday to Friday, and from 8 a.m. to 1 p.m. on Saturday) the senior head drivers and clerk-telephonists look after the three telephones and radio system and control the movement of vehicles within their division.

At other times their work is taken over by the driver-attendants on duty, who receive additional pay for the extra responsibility. Members of the main-station staffs also do stand-by duty at home during the week-ends and at night,

Mr. J. C. Bolton, county mechanical engineer, seen on the left, is responsible for the maintenance of the ambulances under the operational control of Mr. E. T. Mallinson, county ambulance officer (right).



and are available for immediate summons by telephone.

Sub-stations are manned from 9 a.m. until 6 p.m. from Monday to Friday, and from 9 a.m. until 1 p.m. on Saturday. At other times some of the drivers stand by at home, taking their ambulances with them if they live far.

Orders Centralized

All requests for ambulances or cars are sent to the main stations, and work which cannot be done by the ambulances is passed to the hospital car service. Ordering authorities are asked to give as much notice as possible, so that journeys can be co-ordinated, and, in any event, not later than midday before the day transport is required.

In an emergency, anyone making a telephone call in the proper manner will be connected at once with the nearest main ambulance station. Ambulance crews at Aldershot, who have been specially instructed in the work, handle all confirmed or suspected cases of smallpox.

Each of the 44 ambulances is equipped with Pye two-way radio apparatus and is in constant touch with the main station to which it is attached. Radio communication has proved invaluable. As Dr. MacDougall said in his report in 1957: "The old frustration of knowing that an ambulance was in the vicinity of an emergency, but that there was no means of contacting the crew, is gone for ever."

Moreover, the reverse—the arrival of several vehicles at one incident—no longer occurs. Another advantage is that the driver and the main-station staff can together check the time of arrival of an ambulance.

A radio transmitter stands on high ground near each

main station and is remotely controlled through land lines. Each ambulance division and the vehicles attached to it has a colour code, which is used in conjunction with the call-sign "Hantsam." Vehicles are also numbered. A call to "Hantsam Blue 3" would be known to all concerned as to ambulance No. 3 in the north-east area. Main stations identify themselves as "Control" ("Hantsam White Control," for instance, denotes Fareham), and Winchester headquarters is "Master Control."

A monitor receiver at each of the transmitter stations enables each to listen to the other three. The remote-control unit at the Castle, Winchester, the county headquarters, is coupled to the Winchester transmitter.

Most of the ambulances, which have a life of about 10 years, are based on a Bedford 30-cwt. chassis, with a few Austin Welfarers, but the policy is now to standardize on Morris L.C.O.5 models with B.M.C. 3.4-litre oil engines and Wadham bodies. Twelve are now in service and set

a high standard of construction and comfort. They cost about £1,780 each.

The bodywork is designed to the county officers' specification and can be converted from two berths to four berths in about three minutes. Equipment includes a special folding chair. A recent innovation is a plastics curtain suspended from the roof down the centre of the ambulance to give patients greater privacy. All windows have upward-lifting blinds. Another appreciated facility is a bell-push on the end of a cable, which a patient can hold while on the stretcher and signal the driver to stop, if necessary. Hardec lining panels of a pale blue and cream mottled design tone with dark blue Ruberoid floor covering and white leather upholstery.

Lee Motors, Bournemouth, build the utility bodies to the council's specification, on Bedford CA chassis. They are designed primarily for sitting cases, but can readily be converted for stretcher work by folding up the longitudinal seat on the near side. On the off side, three seats in sawtooth formation provide ample legroom and space for handling infirm passengers. The vehicles cost about £1,030 each and are estimated to last six to seven years.

Maintenance is the responsibility of Mr. J. C. Bolton, county mechanical engineer, whose department is under the aegis of Mr. H. N. Jenner, county surveyor. Ambulances are a small part of the fleet of 464 vehicles and 822 items of plant and equipment which the mechanical engineer has to keep in good condition.

All the work is contracted out under rigid supervision at tender prices. The superintendent-driver at each main

(Continued on page 541)

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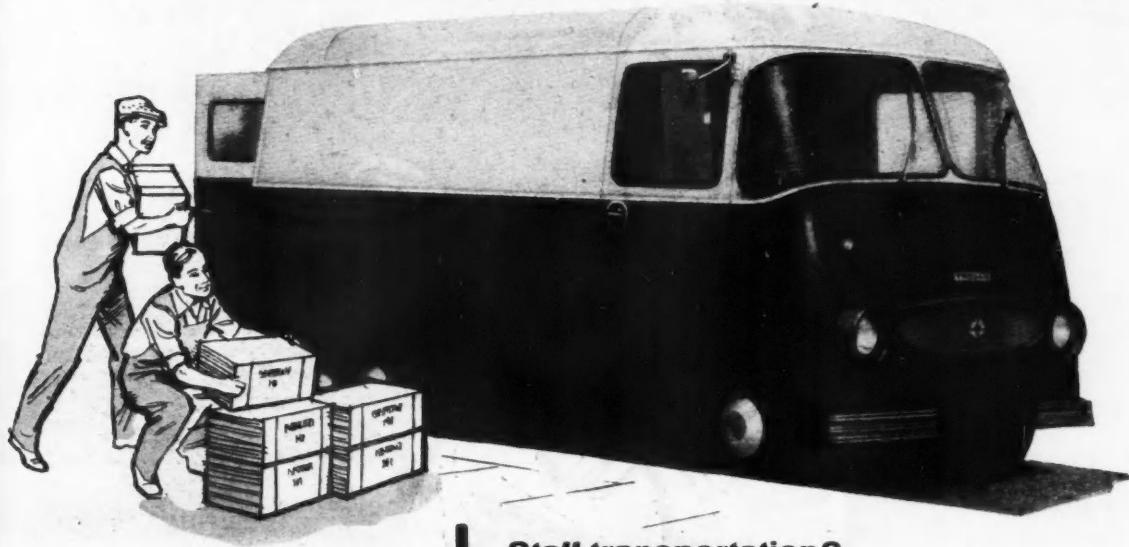
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... and that means increased payload! The Trojan 25-Cwt Van has a goods capacity of over 350 cu ft and is ideal for light deliveries. Easy to drive ... all-round vision ... independent front suspension ... handles like a thoroughbred! Carefully calculated loading-height for speedy handling of goods, whilst the Perkins P3 144 diesel engine, of course, needs no introduction from us.

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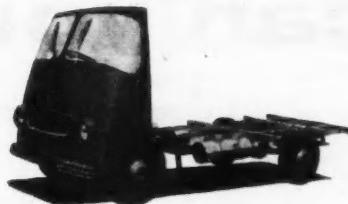


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Use the Trojan Personnel Wagon. Comfortable, reliable, and economic to run, it takes 12 passengers plus the driver.

the new Trojan forward-control chassis combines increased carrying capacity and maximum manoeuvrability ... with exceptional economy. The strong, flat frame provides the basis for many applications of special-purpose bodies.

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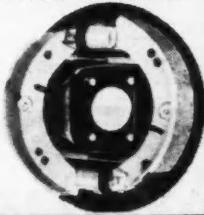
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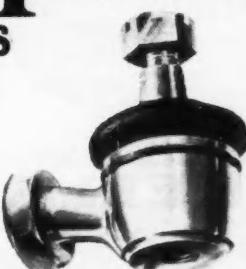
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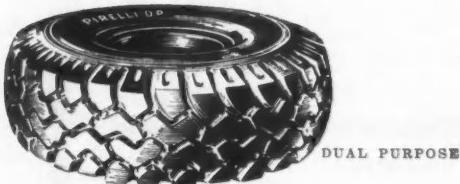
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justifies all performance claims

Since its release earlier this year, there's been time to examine a whole series of user reports on the new Atlantic Giant. Rarely has there been such praise for a new tyre. In road construction, mining and agricultural areas, its adhesion and self-cleaning properties are outstanding. Durability under such conditions is exceptional and even on trunk roads, wear is slow and even. As with all Pirelli Giants, stability under load is first class. And remember—the Atlantic is a standard priced tyre.

* The Atlantic is one of an advanced new range of Pirelli Giants, including the Dual Purpose, and Carriload 421 for fast trunking.
The Carriload 421 is available in P.5. premium version for even greater mileage. Full details from Pirelli Limited.

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DUAL PURPOSE



CARRILOAD 421

PIRELLI



One of Hampshire's Austin Welfarer ambulances leaves the Aldershot main station. These petrol-engined vehicles average about 15 m.p.g.

ambulance station arranges with the nearest approved garage for monthly and three-monthly service routines to be performed.

Items in the monthly service are: (1) Check oil levels in engine, gearbox, rear axle and steering box and top up. (2) Lubricate accelerator, hand brake and pedal linkages. (3) Lubricate all nipples and moving parts. (4) Check braking system for visible damage or leaks, and adjust, if necessary. Test brakes on road. Check fluid level in reservoir and top up. (5) Tighten road-wheel nuts. (6) Test and top up battery. (7) Check tyre pressures.

Every three months the following routine is undertaken, in addition to the monthly service: (1) Clean and adjust distributor and plug points. (2) Check and adjust fan-belt tension. (3) Change engine oil. (4) Oil distributor automatic timing control, cam, cam bearing and contact-breaker pivot. (5) Change oil in air cleaner. (6) Check free movement in clutch pedal. (7) Clean and adjust fuel pump and carburettor. (8) Drain and clean external oil filters. Fit new element if needed (oil engines). (9) Clean lift-pump filter and bleed system (oil engines).

Ambulances are inspected every six months, or about every 12,000 miles, by three assistant engineers, whose reports determine major overhauls. Petrol engines are found to have a life of 80,000 miles and are decarbonized every 20,000 miles. Clutches and steering mechanism require replacing after 70,000 miles, brake facings after 30,000 miles, and road springs after 60,000 miles. Repainting is necessary every 80,000 miles.

Drivers and attendants are not allowed to repair or adjust vehicles, but the superintendent-driver is authorized to issue an emergency order for repairs not exceeding £2. More costly work must first be sanctioned by Mr. Bolton or his assistants.

Records of Maintenance

An excellent system of maintenance records is in force. It is designed to reduce clerical work, but to afford all the information necessary to check the performance of each vehicle and to enable actual costs to be compared with the annual budget for repairs and replacements.

Defect reports are sent in duplicate by superintendent-drivers to Mr. Mallinson and Mr. Bolton, and the necessary work is authorized. When completed, it is entered on the maintenance record for each vehicle. This is a Kalamazoo loose-leaf, showing the date, mileage, repair invoice number, details of parts supplied, name of the contractor and cost.

Half-yearly inspection reports, presented on a double-sided foolscap printed form with 20 main headings, cover the whole of the chassis, tyres and body. Based on this report, duplicate orders for work to be done are made out to the contractors. Inspection reports are filed by areas.

Inspections are plotted a year in advance, and the forecast is drawn up on a separate duplicated form, showing the make and registration number of each vehicle, the date of the last inspection, and the month for the next.

On the bottom of the maintenance record sheet the months of the year are indicated, and there are three metal clips coloured yellow, red and green. The colours represent the three assistant engineers, and the appropriate clip is placed over the month during which the vehicle



concerned is due to be inspected. This is a simple but effective and readily visible aid to the clerk responsible for preparing the records.

The vehicle history record is comprehensive and provides all the relevant information about a vehicle and its tyres. Details of disposal are entered at the end.

Watch On Fuel Consumption

Every six months a report on the fuel consumption of each vehicle is prepared. It shows the make, registration number, engine size, station, year of registration, total mileage, half-yearly mileage, gallons of fuel consumed and mileage per gallon. The Morris oil-engined ambulances average 27 m.p.g., and the Bedford and Austin Welfarer petrol-engined ambulances, 15 m.p.g. The utilities return an average of 23 m.p.g. and the petrol-engined Austin 16 h.p. cars, 18 m.p.g.

Although reliability is the first consideration in operating the ambulance service, economy must be practised and detailed cost records are produced. They show that in 1957-58 the petrol-engined ambulances cost 2.07d. a mile for maintenance and 0.42d. a mile for tyres, on a total mileage of 721,201, whereas the new oilers cost 0.89d. a mile for maintenance and 0.21d. a mile for tyres on a mileage of 78,352. The utilities covered 143,959 miles and cost 0.9d. a mile for maintenance and 0.11d. a mile for tyres. The Austin 16 h.p. cars travelled 57,348 miles at a maintenance cost of 1.63d. a mile and tyre cost of 0.36d. a mile.

£1,300 Saving On Fuel

On a conservative estimate of 25 m.p.g., the 12 oil-engined ambulances are expected to save about £1,300 a year on fuel costs, as compared with petrol-engined models. This saving includes an allowance for the higher cost of the oil engines as against petrol units.

The decision to adopt oil engines was made only after Dr. MacDougall had been assured that their exhaust fumes, noise and vibration would cause no discomfort to patients.

Hampshire's ambulance service costs £166,000 a year to run and about half this amount is met from the rates. Staff pay alone accounts for £87,000, and the county's own vehicles and the hospital car service each cost £28,000 a year to run. Work for adjoining local health authorities and other services brings in an income of £6,000. The cost per mile of the service is about 2s. 6d., which compares favourably with the figures for other ambulance authorities.

I.P.C. SHOWS THE WAY TO CLE

WHEREAS last year interest in the vehicles exhibited at the Institute of Public Cleansing conference was centred mainly on new dustless-loading refuse collectors, the emphasis at this year's event, to be held at Brighton next week, will probably be on street sweeping. Seven makes of industrial and street-sweeping equipment will be shown by eight exhibitors next Wednesday and will range from the small Matting gangway sweeper to the large Johnston suction model.

Although new vehicles to be shown are confined largely to sweepers, the delegates will undoubtedly view the dustless-loading refuse collectors with renewed interest after the fillip given to this type by Birmingham Salvage Department's pioneering decision to change to dustless collection (see pages 530-532).

Refuse and Salvage Collectors

WHILST the sophisticated compression-type refuse vehicle gains in popularity, the conventional side-loader still finds favour in many quarters. Vauxhall Motors, Ltd., will show an Eagle 10-cu.-yd. side-loading body mounted on their latest Bedford 4-ton chassis. This model, which has 16-in. wheels, gives a loading height of only 4 ft. 7 in. over the body sides. Two 6-ton chassis with the Bedford 300-cu.-in. oil engine will be seen also with Eagle Speedyload and Compressmore bodies.

The Speedyload body, in which the circular-section refuse container rotates

both to compact and discharge the refuse, will be displayed by the Eagle Engineering Co., Ltd., both with manual loading into an open hopper and—as supplied to Birmingham—on an Austin 7-ton chassis with air-operated gear for dustless loading. In dustless-loading form it is known as the Cleanload.

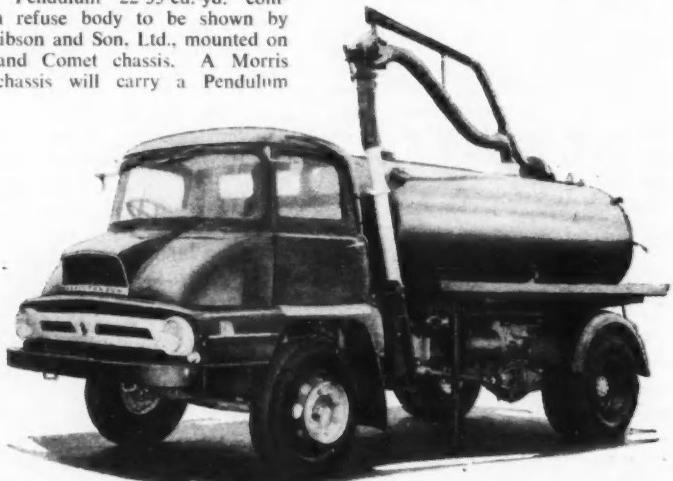
Compressmore refuse vehicles of 16-24-cu.-yd. and 12-20-cu.-yd. capacity with refuse compression by a hydraulically powered moving barrier and discharge by tipping will complete the Eagle display.

Lifting equipment for 20-cu.-ft. and 14-cu.-yd. bins will be fitted to the rear of the Pendulum 22-35-cu.-yd. compression refuse body to be shown by John Gibson and Son, Ltd., mounted on a Leyland Comet chassis. A Morris 7-ton chassis will carry a Pendulum

18-27-cu.-yd. body, whilst a Dennis Heron chassis will be the basis of an 8-12-cu.-yd. body of similar type. The Dennis-based vehicle has an overall length of only 16 ft. and is designed for work in confined spaces.

With a capacity of 17 cu. yd., the Haller screw-compression refuse body, to be shown by Glover, Webb and Liversidge, Ltd., on a Karrier chassis, employs Zoller equipment for dustless loading of lidded bins. Dual-tip forward-and-rearward tipping bodies of 12-, 18- and 25-cu.-yd. capacity, all mounted on Karrier chassis, will also be displayed, in addition to the Lodek 25-cu.-yd. articulated barrier-loading refuse collector which is drawn normally by a Scammell mechanical horse.

A Thames Trader 7-ton oil-engined chassis fitted with an Eagle Compressmore 16-24-cu.-yd. body to be exhibited by the Ford Motor Co., Ltd., will provide contrast to a Thames 15-cwt. chassis with an Eagle 3-cu.-yd. side-loading body. A 10-cu.-yd. side-loading body of similar manufacture will be displayed on a Trader 4-ton chassis with a six-seat cab.



Five New Street and Industrial Sweepers to be Shown During Brighton Conference: Karrier and Seddon Both to Exhibit New Battery-electric Tractors

(Right) To be exhibited by the Ford Motor Co., Ltd., this Thames Trader 5-ton chassis is fitted with 800-gal. gully and cesspool-emptying equipment manufactured by the Yorkshire Patent Steam Wagon Co.



(Left) Much improved cab styling to enhance the driver's forward vision is a feature of the latest S.D. municipal vehicles. This model has a 16-cu.-yd. fore-and-aft tipping refuse body. (Right) The Verro Minor is of Swedish origin and is now manufactured in this country by Alfred Miles, Ltd. Dust is fed to a central orifice by the revolving brushes and is then drawn up into the hopper by vacuum.

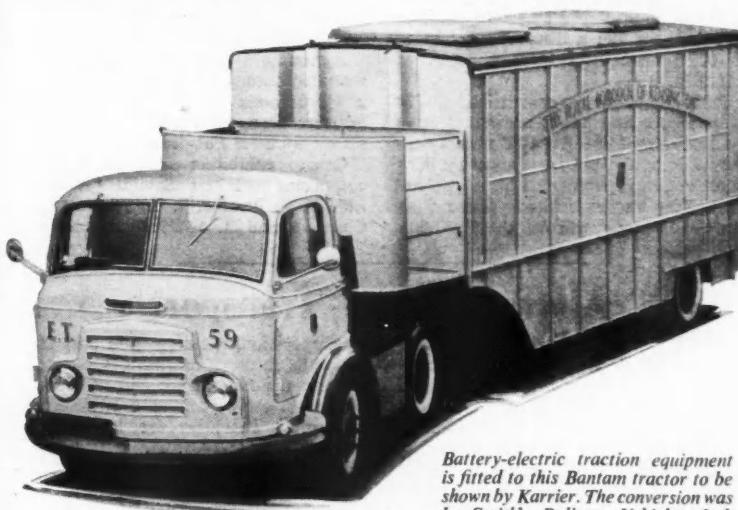


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Battery-electric traction equipment is fitted to this Bantam tractor to be shown by Karrier. The conversion was by Smith's Delivery Vehicles, Ltd.

Dennis Bros., Ltd., have developed equipment for their Paxit refuse collectors to give almost clean loading from any shape or size of receptacle. As exhibited, it will be fitted to a Paxit Major II vehicle, whilst a Paxit II will be seen with lifting gear for dustless loading of 20-cu.-ft. containers.

The Dennis forward-and-rearward tipping refuse vehicle, first seen at the Public Works Exhibition last year, will also be on view, as will be a new type of 10-12-cu.-yd. barrier-loading refuse body mounted on a Heron chassis. A Heron chassis is also the basis for a 7-8-cu.-yd. side-loading refuse vehicle to be displayed.

Walker and County Cars, Ltd., will show their Paladin bin-lifting gear fitted to an Eagle Compressmore 16-24-cu.-yd. body on a Bedford 7-ton chassis.

Pioneers of dustless loading, Shefflex, Ltd., have now improved their self-loading and self-packing body to ensure that the mouth of the bin to be emptied is sealed against the shutter face to eliminate spillage. The body will be shown in two forms—an 18-cu.-yd. model on a Dennis Pax chassis and a 10-cu.-yd. body on a Karrier Bantam chassis.

Attractive frontal styling is a feature of the crew cab fitted to their municipal chassis by Seddon Diesel Vehicles, Ltd. This chassis will be shown with Eagle Speedyload and Compressmore refuse bodies giving capacities of 14-28 and 18-26 cu. yd. respectively. Seddon will also exhibit a new battery-electric tractor unit for gross train loads of about 10 tons which has been specially developed for one of the London boroughs. The unit to be shown is an experimental prototype, but production models are foreseen.

Revised cab styling is a feature of the latest vehicles manufactured by Shelvoke and Drewry, Ltd., which were seen first at the Public Works Exhibition last year. The windscreens are deeper to improve forward vision.

Fore-and-aft tipping vehicles of 12-, 16- and 25-30-cu.-yd. capacity will be displayed, the largest vehicle having a B.M.C. oil engine, whilst the other two have Perkins P6 units. A 25-cu.-yd. bulk-loader for circular or elliptical containers and a 10½-cu.-yd. side-loading refuse collector will complete the display.

Of interest particularly to authorities which are forced to carry out silent refuse collection by night is the electric tractor to be shown by Karrier Motors, Ltd. Based on a Gamecock chassis, the tractor, which is suitable for 9 tons gross weight, has battery-electric equipment fitted by Smiths Delivery Vehicles, Ltd.

Karrier will also exhibit 7- and 10-cu.-yd. side-loading refuse vehicles based on their Bantam chassis, and 12- and 16-cu.-yd. side-loaders and an 18-cu.-yd. Dual-tip body on Gamecock chassis.

The De Graff refuse body manufactured by the Yorkshire Engineering and Welding Co., Ltd., allows manually operated dustless loading of lidded bins. Compaction and discharge of the load are effected by forward-and-rearward tipping. The body will be displayed on a Guy chassis.

Suitable for a small side-loading refuse body is an electric chassis which will be shown by the Harborough Construction Co., Ltd. It has a glass-fibre cab, hydraulic brakes, rubber-bushed leaf-spring suspension and a maximum speed of 10-12 m.p.h.

Abbeyford Trailers will display a single-axle salvage trailer which, complete with a 6-ft.-long body and all equipment, costs £90.

Gully and Cesspool-emptiers

DEODORIZING equipment is fitted to the 1,000-gal. combined gully and cesspool-emptier to be shown by Dennis Bros., Ltd., on a Pax chassis.

An Austin 7-ton chassis on which is mounted a 1,200-gal. cesspool emptier incorporating a galvanized tank will be displayed by Eagle. Their exhibit will be completed by an 800-gal. vacuum-type gully and cesspool-emptier.

Equipment manufactured by the Yorkshire Patent Steam Wagon Co., Ltd., mounted on a Thames Trader 5-ton chassis will make up the 800-gal. gully and cesspool-emptier to be shown by Ford. Another Trader 5-ton chassis will be fitted with Eagle gully and cesspool-emptying gear.

A W-type chassis powered by a Perkins P6 engine with 1,100-gal. gully and cesspool-emptying equipment is to be exhibited by Shelvoke and Drewry.

The Mark 15 municipal chassis with Eagle vacuum-operated gully and cesspool-emptying gear is to be shown by Seddon Diesel Vehicles, Ltd.

When used for gully emptying, a hydraulic ram is employed to consolidate and discharge sludge in the 1,000-gal. gully and cesspool-emptying equipment which will be shown by the Yorkshire Patent Steam Wagon Co., Ltd., fitted to a Karrier chassis. A Thames Trader oil-engined 7-ton chassis is the basis for a 1,200-gal. cesspool emptier which will also be on view.

Sweepers and Orderly Trucks

NEW to this country are two American Wayne street sweepers, the 460 and the 705, which will be exhibited by Steel Fabricators (Cardiff), Ltd. The 705 has a sweeping width, with two side brushes, of 5 ft. Powered by single-cylindered air-cooled engine, it has a hopper capacity of 10½ cu. ft. The larger Model 460 is a three-wheeled machine which combines good manoeuvrability with a sweeping width of up to 10 ft. at a sweeping speed of 6-8 m.p.h.

The Verro Minor, to be shown by Alfred Miles, Ltd., is a Swedish design built under licence in this country. Two hydraulically driven scarifying brushes at the front of the sweeper move dust towards the centre, where it is broken up by a jet of pressurized air. Suction orifices then draw it into the 7-cu.-ft. hopper. The Verro Minor is supplied complete for the road and is fitted with water sprinkling equipment.

Based on the latest Bedford J4A 4-ton chassis, the S.A. sweeper collector to be displayed by Lacre, Ltd., can be adjusted to give a sweeping width of 3 ft. 9 in. or 6 ft. 4 in. Two transverse brushes are used and one may be lifted clear of the ground independent of the other. The brushes are controlled by hydraulic rams which also serve to raise the body for discharging the refuse. A similar vehicle, but with only one brush, will be exhibited by Vauxhall Motors.

Johnston Bros. (Engineering), Ltd., are to show their suction street cleaner. Mounted on an Austin 5-ton chassis, the equipment will deal with all normal street litter and is provided with an extension hose for cleaning around parked cars and other awkward situations.

A rotary paddle elevator is used to transfer refuse from the transverse brush to the hopper in the Sweepmaster to be displayed by Lewin Road Sweepers, Ltd. The sweeping equipment is fitted to a Seddon 3-ton chassis. The Lewin mechanical orderly which is specifically designed for work in narrow streets and the pedestrian-controlled Universal sweeper will complete the display.

Brush and vacuum are used to collect dust by the three Matling Wilshire industrial sweepers which will be demonstrated by Matling, Ltd. There is no need for water sprinkling. The largest model, the 1236-X, which is rider-controlled, sweeps at speeds up to 12 m.p.h.

A 6-ft-wide sweep is provided by the Karrier-Yorkshire sweeper collector which is to be exhibited by the Yorkshire Patent Steam Wagon Co. A paddle elevator is used and the vehicle is provided with a 3-ton hopper and 200-gal. water tanks. The Litterlifter, fitted with an Enfield oil engine, is also to be shown.

Pedestrian-controlled street orderly vehicles will be displayed by the Harborough Construction Co. and Sidney Hole's Electric Vehicles, Ltd.

Gritters and Snow Ploughs

A RANGE of snow ploughs for lorry and tractor mounting to be exhibited by Johnston Bros. will include their City plough, which has a spring-loaded blade made in four sections to allow it to conform to road camber or obstructions.

Wheel drive is used to power the trailer gritter, which will be displayed by Atkinsons Agricultural Appliances, Ltd. They will also have on show an independent power-operated plastics gritter body mounted on a Thames chassis, and a similar, but smaller, body with a front spinner based on a Karrier chassis.

William Bunce and Son will show their range of bulk gritters, spinner-gritters and lorry- and tractor-mounted snow ploughs.

Viking snow-blower equipment will be fitted to a Fordson Power Major tractor to be shown by Walkers and County Cars. The snow blower may be removed easily.

A trailer gritter to be displayed by Gloucester Tractors, Ltd., derives power for the spinner disc and the helical feed for it from the trailer road wheels.

Earth-moving Equipment

A 50 TD front-end loader with a 1-cu.-yd. bucket will be shown by David Brown Construction Equipment, Ltd., in company with 50 TD and 30 TD crawler tractors. The two crawlers will be fitted with cabs and hydraulically controlled angledozer blades.

The Chaseside Engineering Co., Ltd., are to exhibit their Loadmaster 700 and 800 TC shovels. The 700 has rear-wheel drive and may be fitted with a torque converter, whilst the 800 TC has this

transmission as standard, with front-wheel drive.

Bucket sizes from 1-3 cu. yd. may be provided for the Muirhill 2 WL hydraulic loader to be displayed by E. Boydell and Co., Ltd. It has a discharge height of 11 ft. 2 in. and a forward reach of 5 ft. 3 in.

Torque-converter transmission, a 110 b.h.p. engine and power-assisted steering are features of the BL460T four-wheel-drive tractor shovel to be shown by Bray Construction Equipment, Ltd. A 24-cu.-yd. loading bucket is fitted. Other Bray models on show will be the BL 450T

shovel with a 1½-cu.-yd. bucket and the four-wheel-drive BL 430 loading shovel.

Walkers and County Cars will exhibit their Crawler Mark IV and a Fourdrive tractor, both of which will be fitted with angledozer blades.

Agricultural tractors, on which are mounted a range of equipment, including a Horndraulic loader and a Shawnee Warrior rear-end excavator, are to be shown by Steel Fabricators.

Other exhibitors of earth-moving equipment will be Saville (Tractors), Ltd., F. E. Weatherill, Ltd., Ford Motor Co., Ltd., and H. A. Saunders, Ltd.

Above-the-road Transport

AFTER 31 years' study of the possibility of air-pressure levitation as a means for supporting high-speed ground vehicles, the American Ford Motor Co. have developed research to the point of proving its feasibility. A company official stated: "It will probably replace nothing, but will add a mode of its own that will help make travel more comfortable, safer, and still more economical than it is today."

"Fomotion" vehicles for public transport would slide along steel rails on a film of pressurized air. These air supports, termed "levapads," would not have the limitations of wheels and would permit ground travel at 200-500 m.p.h.

"Glideair," a demonstration road vehicle, could operate on any surface sufficiently smooth for ordinary high-speed travel. It would be supported by three circular levapads, each mounted on special bearings that permit adjustment to the outline of the road. Jets of air through tiny holes in the levapads supply pressure to levitate the vehicle. Breaks in the surface up to 1 in. long present no obstacle, as they can be jumped.

In rail travel, several levapads would be used. One at the top of the rail would support the load, two at the sides of the rail would prevent lateral motion, and two more at the bottom would serve as grippers.

"Anywhere" Ticket

DAILY "anywhere" tickets, which cost the passenger 10s. and allowed travel anywhere throughout the area of the company's stage services showed encouraging results last year, said Mr. John Spencer Wills, chairman, at the annual meeting of the Birmingham and Midland Motor Omnibus Co., Ltd., at Stratford-on-Avon last week. Now that they had become better known the results in 1959 should be even better, he said.

Mr. Spencer Wills mentioned this item after referring to the decline in traffic. He reported that progressive cuts in some services, where frequency was no longer justified by traffic volume, had amounted to little more than 5 per cent. of the total mileage operated.

He said that operations had been increased on a number of routes, but added that 64 per cent. of the company's

In operation, the air would pass from the outlet to the atmosphere, passing first between the rail surface and the bearing surface to serve both as a cushion and lubricant. Pressures are low, usually ranging from 15-100 p.s.i.

With stability characteristics determined, a 16-passenger luxury bus, supported by levapads and operating on a single rail, has been projected. It would be powered by two turbojet engines which would supply both compression and propulsion power, and would be capable of making a 274-mile journey—say, from London to Newcastle upon Tyne—in less than an hour.

It is considered that much less power will be required to operate levapad-equipped vehicles than is needed to move wheeled vehicles at speeds above 150 m.p.h. A speed of 200 m.p.h. is thought to be the maximum practicable for wheeled vehicles. Vibration, loss of traction and loss of control are among the worst problems of high wheel speeds. These drawbacks are eliminated by air-pressure levitation.

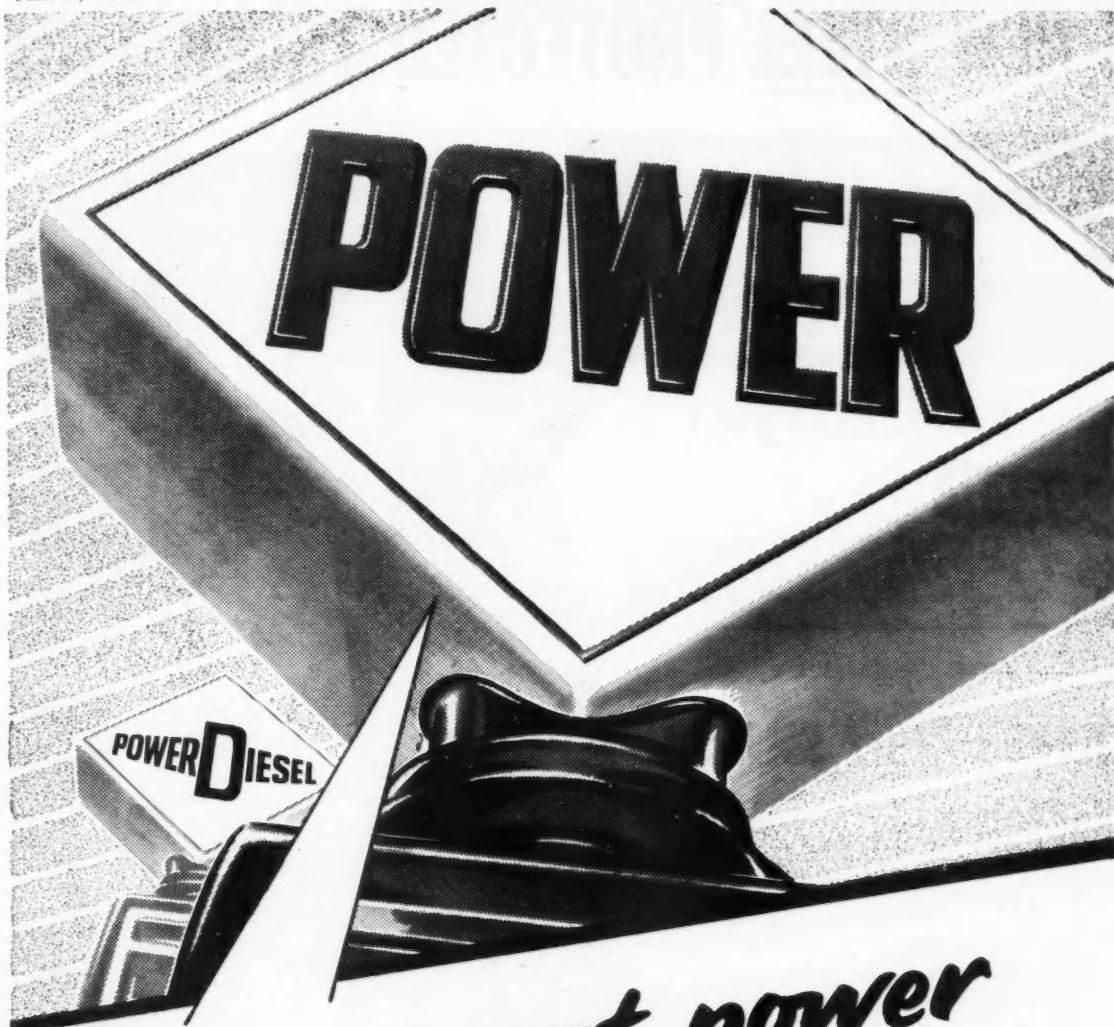
For comparative purposes, 9,600 h.p. is required to operate a four-engined passenger aeroplane with a take-off load of 50 tons. A levitated ground vehicle, travelling at 500 m.p.h., would require 2,500 h.p. for levitation and another 1,800 h.p. for propulsion.

Results Encouraging

services and 32 per cent. of the mileage were run at less than overall costs.

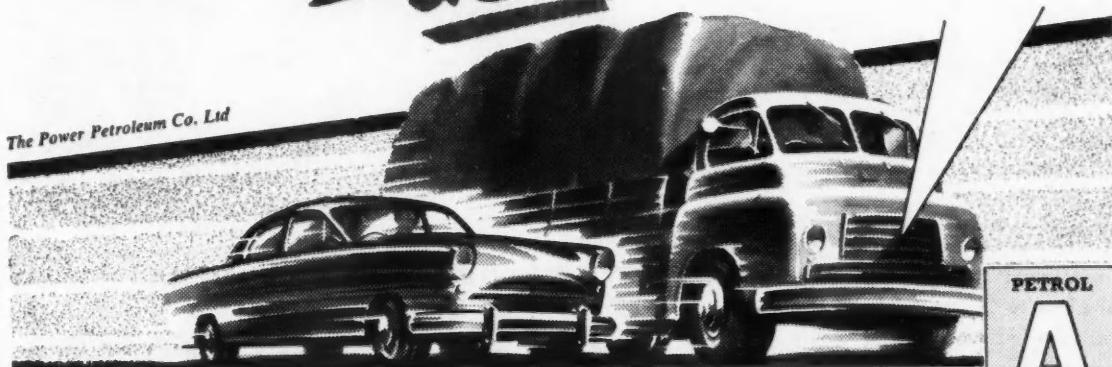
A new Birmingham-London express service would commence with the opening of the new motorway between the two cities. The service would run three times daily in each direction—with the journey time at 3 hr. 25 min.—a saving of two hours on the existing service. Specially modified coaches were being prepared for the service. [The Transport and General Workers' Union attitude towards it is reported on page 524.]

Greater efficiency generally was expected, said Mr. Spencer Wills, when the company's electronic computer was installed in the near future. But, he said, "our operations continue to be handicapped, and costs considerably increased, by shortage of staff at most garages."



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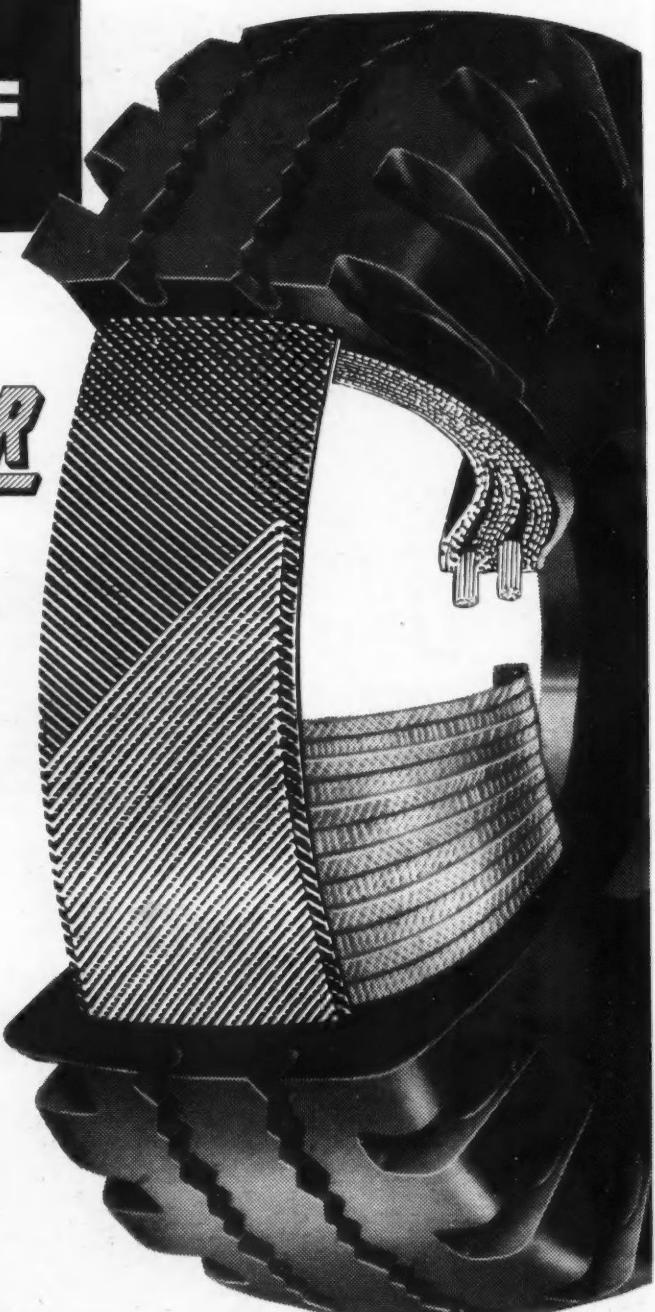
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Bird's Eye View

ONE of the highlights of the conference of the Institute of Traffic Administration at Southampton, last week-end, was a tour of the docks arranged through the co-operation of Mr. S. A. Finnis, chief docks manager, who welcomed the delegates to the town. Road transport operators may, however, be better acquainted with his brother, Mr. J. W. Finnis, southern area manager of Pickfords' Tank Haulage Services.

Despite the high degree of security in the docks, a delegate was able to smuggle a memento of the visit past the gate police. He was bitten in three places on the ankle by a flea which, he believed, leaped out of a bale of hides.

Too Secure

LIKE others who attended the conference, I looked forward to learning the inside story of how loads and vehicles were stolen, and what could be done to thwart thieves. I was disappointed. Div. Supt. Martin, of the British Transport Commission police, who deputized for Mr. A. C. West, chief constable, was so obsessed by the efficiency of the force and by the importance of security that he forgot that his subject was security. I came away none the wiser.

Baulked

SOUTHAMPTON'S council have a wry sense of humour. Outside one of the gates to the docks is a notice reading, "Southampton—The Gateway to England." Beside it is a sign, "No Entry."

Hardy Veteran

I HEAR that one of the entries to the Portsmouth round of the Lorry Driver of the Year Competition on July 4 will be a Shell-Mex and B.P. Scammell tractor that has covered 500,000 miles, with a semi-trailer that has 750,000 miles to its credit. The outfit is still in splendid condition and is a worthy contender for the prize for the best-maintained vehicle more than five years old.

Shot!

A DRUNKEN Latvian driver who rammed a coach, killing several people, is to be shot. Whatever else one may say about the Russians and their satellites, they never do things by halves.

Flankers

THE perennial problem of the hole in the road is being solved in America by making flanking attacks on under-street services. Instead of digging a trench in a congested street, the

Competition Cuts Haulage Costs by 8 Per Cent.

THE Reckitt and Colman group's costs per ton for trunk road haulage in full vehicle loads since free-enterprise competition was restored by the Transport Act, 1953, have dropped by nearly 8 per cent.

Mr. J. B. Upton, chairman of Reckitt and Colman Holdings, Ltd., told the shareholders last week that, despite increasing costs, road haulage charges had progressively declined. Taking the index for 1954 as 100, the figure for 1955 was 98.1; for 1956, 95.2; for 1957, 94.3; and for 1958, 92.2.

He said that the group's goods were transported from the factories to the

depots in bulk and mainly by long-distance road vehicles. It was not economic for the group to own many such lorries, because return loads could be provided for only a small proportion of them.

"Some of our goods do still go by rail," he said, "and it may be that free road competition has been an encouragement to British Railways to provide better service, more flexibility of charging and greater enterprise than was once available. However, damage in transit is still lower by road haulage, despite the fact that for this latter method of transport we can dispense

with heavy outer cases, which is a great economy."

He said that 21 depots had been set up by the group in the United Kingdom. Customers received delivery from the nearest. The depot system afforded flexibility in meeting peak demands and made it easier to handle the goods manufactured by one company and sold by another.

All factories and depots used standard pallets from a common pool. Goods were transported and stored on these pallets, which were returned empty to the factory most needing them. Pallet stocks were centrally controlled.

C37

Smuggler at the Docks

by The Hawk

Consolidated Edison Co., of New York, sink a shaft away from it and then tunnel to it, in the best wooden-horse manner. In this way, 500 ft. of gas main has been laid 20 ft. below the level of New York's Fifth Avenue without exacerbating the existing chaos. In future, it will be possible to lay one pipe to accommodate all service mains.

In Britain, vested interests in hole-minding and watching are likely to resist the adoption of this sport-spoiling method of saving time.

On The Boards

THE B.B.C. and the public are indebted to the motor trade for at least two top-rate entertainers—Kenneth ("Not a Word to Bessie") Horne and Jack ("Mind My Bike") Warner. Both took to the boards in their spare time, but have since adopted entertainment as their profession.

It was not until I met Mr. Warner last week at Car Mart's annual golf tournament that I discovered he had once been the company's service manager. As Police-Sgt. Dixon, of Dock Green, he always triumphs, whereas any service manager lives perpetually in the dog-house. The change must be agreeable.

First Hand

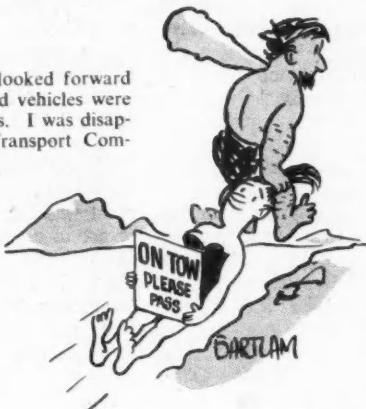
"IF only more heads of businesses would do as I have been fortunately able to do and go and see for themselves what is happening in the various corners of . . . the British Commonwealth, trading and personal relations between Commonwealth nations would be transformed," Mr. John Oldham, chairman of the company bearing his name, said after a world tour.

A little nearer home, relations between operators and makers would be strengthened if managing directors of commercial-vehicle manufacturers would spare the time occasionally to go out and see how their products are used and can be improved.

Driver Ambassadors

"I HAVE always held the view that the alertness of our drivers and the smartness of our lorries [which last year covered about 21m. miles] make them, to a great extent, ambassadors of the company wherever they go," Mr. A. T. Worboys, chairman of the London Brick Co., Ltd., told the shareholders last week.

That is why, on February 20, I urged that they should be entered for the Lorry Driver of the Year Competition.



Political Commentary***By JANUS***

Misguided

INSPIRED by Lord Hailsham's forceful remarks at the Road Haulage Association's dinner, hauliers will no doubt be more than willing to continue the good work by telling their troubled story to anybody who is prepared to listen. They will be completely confident that in doing so they are reinforcing what the dedicated Conservatives are saying about road transport. All the same, the hauliers may get a surprise if they stop talking for a while and join the audience of a speaker from the Conservative Party.

He will be getting his information on transport, and on a hundred other subjects, from the remarkable "Campaign Guide, 1959" just produced for the party by their central office. Hauliers who come across a copy at least cannot complain that their particular problem has been neglected. There is a chapter 54 pages long on nationalization, as well as several other references to the subject, notably in the masterly introduction, which makes a great deal of play with "further experiments in nationalization" as one of the more unpalatable of the alternatives offered by the Socialists in exchange for the record of the present Government.

If the campaign guide had been published even a year ago, it might have had a different emphasis. The Conservatives have now thoroughly assimilated the lesson that people in general dislike State ownership of industry. From now until the general election there will be a continuous barrage from the Right against the theory and practice of nationalization. On the defensive, however they try to manoeuvre, the Labour party will on the one hand have to keep telling the public that the threats to take this and that industry should not be regarded seriously, and on the other hand reassure their more extreme supporters that the threats are genuine.

Major Issue

The haulier who wants nationalization to be a major issue at the election looks like being satisfied. He may still be surprised at the Conservative interpretation of recent transport history as it is set out in the campaign guide. The reader who browses in its pages, and who has no special knowledge of transport, is evidently expected to regurgitate the impression that the Conservatives, by their judicious legislation, have brought the road transport industry to a state of perfection, and that in particular the Transport Act, 1953, and the Transport (Disposal of Road Haulage Property) Act, 1956, closed a chapter to which nothing need be added.

Such an impression is bound to be fostered by the statement that the 1953 Act "enabled A and B-licence holders to compete with C-licence holders on equal terms," and further that "to permit easier entry into the industry, and therefore greater competition, certain terms of granting A and B licences to carry for hire or reward were relaxed." If this were really the intention of the Act, many hauliers believe it has not been carried out. They are acutely aware that the menace of normal user, which had slumbered peacefully enough for a quarter of a century since its inclusion in the Road and Rail Traffic Act, 1933, has recently leapt into life in the congenial soil provided by the section in the 1953 Act penalizing false statements of fact or of intention made for the purpose of obtaining a licence.

Hauliers may feel pleased, therefore, that in introducing Lord Hailsham at their dinner, the chairman of the R.H.A., Mr. R. N. Ingram, spoke of the "growing trend, which the

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railways have not been slow in aiding and abetting, to tie the haulier much too rigidly to carrying the same traffic year after year." He was bound to find that some of his traffic diminished in importance and that some of his customers went out of business, said Mr. Ingram.

What the campaign guide has to say on licensing may be the last faint echo in Conservative publications of the White Paper of May, 1952, which promised among other things that, "in order to allow road haulage to play its appropriate and expanding part in the transport system, provision will be made for greater latitude in the granting of new licences, where need for a fuller or more convenient service is shown." The Conservative party evidently still feel that this particular promise has been implemented.

Understandably, the guide makes no direct reference to the White Paper, for one of the main proposals in that document was that the whole of British Road Services should revert to private enterprise. The reason was also stated quite clearly. With their elaborate system of depots, said the White Paper, B.R.S. could not give trade and industry the speedy, individual and specialized services afforded by free hauliers before nationalization, "and could not stand up to competition from them."

Present Opinion

Unfortunately for the clarity of the campaign guide, the compiler cannot altogether have banished the White Paper from his mind when giving his account of the subsequent legislation. In consequence, it is not easy to follow what happened to B.R.S., nor to appreciate the present opinion that the Conservatives hold of that organization. Early in the chapter on nationalization, it is stated incorrectly that the 1953 Act provided for the denationalization of B.R.S., and that the 1956 Act allowed B.R.S. to retain their long-distance fleet.

A little later, one of the reasons for the failure of the Transport Act, 1947, is said to be that B.R.S. did not emerge as a long-distance undertaking so much as a "cross-section of the road haulage industry, running any and every type of traffic, over any distance, in competition with the rest." The network of trunk freight services built up by B.R.S. is criticized because it was built "on the railway model, thus losing that flexibility which is the particular asset of a road haulage service." The point is emphasized a few pages further on. B.R.S., it is said, "did not live up to expectations." Efficiency and goodwill of concerns taken over were lost. "Although B.R.S. had been able to underbid private hauliers for some bulk traffics, in many cases their charges were higher."

The guide does not explain why it was necessary for B.R.S. to underbid hauliers who were not in a position to compete and had probably been nationalized in any case. It is at least clear that B.R.S. are regarded as far from satisfactory. The guide then has to say why denationalization was not completed. The reason apparently was lack of demand. The decision to call a halt was "justified in view of the undesirability of splitting up B.R.S.'s long-distance lorry fleet into penny packets, and was consistent with the Conservative party's pragmatic, not doctrinaire, approach to transport problems."

The haulier will be bound to agree that he prefers the present system to anything the Socialists are likely to put into effect. He may not be prepared to go so far as the campaign guide, with its apparent insistence that at present everything is for the best.

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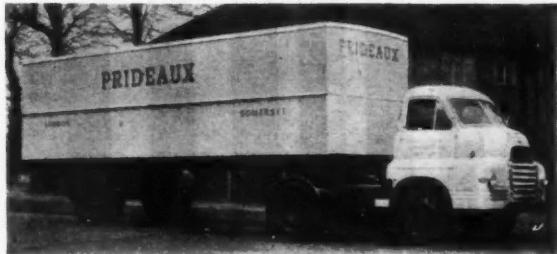
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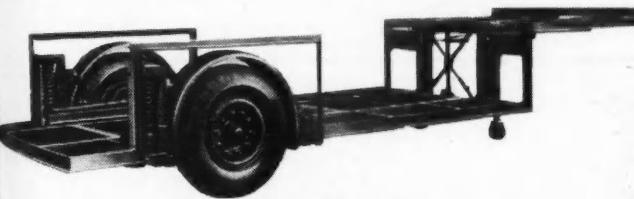
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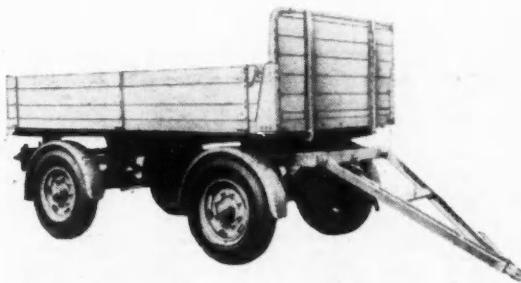
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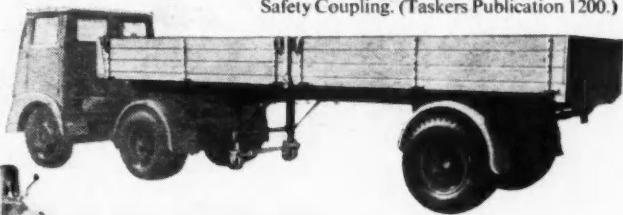
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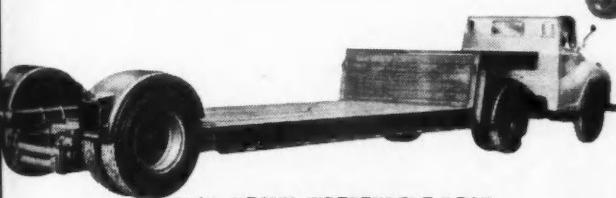
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(Above) **STANDARD 4-WHEELERS**—Among the most widely used independent trailers—and the simplest to operate—TASKERS offer a range with capacities from 3 tons up to 10 tons each with body-work to choice. Incomparable construction too, with all components and operative features designed and developed for the easiest handling of large transport, in the yard or on the road. (Taskers Publication 1205.)



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(Right) **HEAVY INDEPENDENT DROP FRAME**—In capacities ranging from 12 up to 35 tons (similarly with heavy semi-trailers). TASKERS can offer an incomparable choice. Incomparable construction too, with all components and operative features designed and developed for the easiest handling of large transport—in the yard or on the road. (Taskers Publication 1180.)



(Left) **10-TON DROP FRAME** (or 'LITTLE GIANT') SEMI-TRAILER—For Contractors Plant and Machinery. Can be either side- or end-loaded, the rear wheel assembly being readily removable as a complete unit. Winch gear and loading ramps available. (Taskers Publication 1200.)

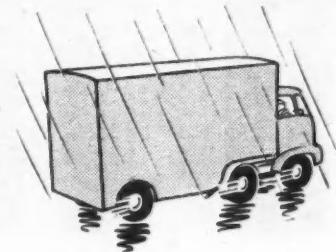
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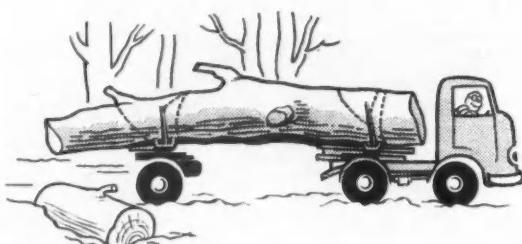
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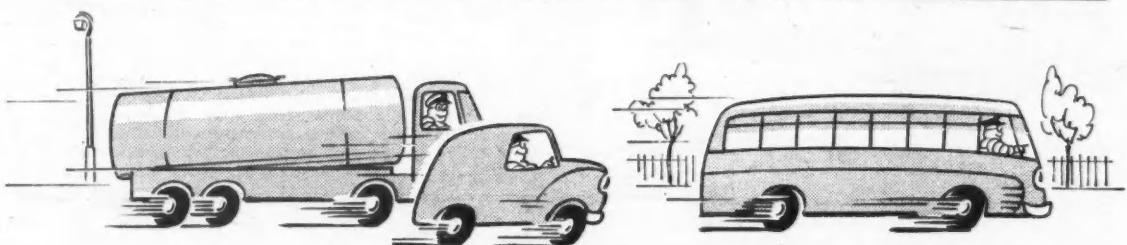
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Opinions and Queries

Loading and Unloading at Night

IN his recent "off the cuff" suggestion that vans be made to load and unload at shops by night, Sir John Elliot did not do justice to the transport operating problems involved.

He would damage essential delivery services in his understandable anxiety to protect essential passenger services. Both are vital and both have to be carried out in business hours.

A little thought would have shown this distinguished administrator that fish and milk, meat and fruit, flowers and vegetables, all come from over-night services or early morning markets and that they cannot reach the shops before 8.30 a.m. onwards, as that is when they are needed by the housewife.

Food and other consumer goods can be delivered only when shops are open and there is no evidence that shop workers are any more prepared than are office workers to accept staggered hours or shift-working. As Sir John himself said, such acceptance would tremendously lessen the peak-hour traffic problems.

As things are, the peak hour's choice is not between bus and van. Buses and vans are of equal importance to the life of the community, but buses are of little use if the people are not fed.

London, W.1.

R. E. G. BROWN,

Divisional Secretary,
Traders Road Transport Association,
London and Home Counties
Division.

Bus Reminiscences of an Old Timer

THE problem with buses today appears to be to keep them on the streets. That of the early years was much the same, except that then it was largely a question of their mechanical ability to remain operational, also how to get them on to the roads.

I have seen a great many changes during my 72 years, some of which were spent as a journalist on what was then a well-known motor paper called *Motoring Illustrated*, and others as the owner of a garage in Upper Norwood, London. I watched the changing over of the horsed bus

and cab to powered varieties as long ago as 1902 and 1903. So far as motorbuses were concerned, it is amusing to remember that all designers conformed to the idea that the springs must be entirely below the chassis and the bodies high and narrow—factors which disturbed their equilibrium, involved considerable overhang, and, on their solid tyres, gave them a remarkable tendency towards skidding. They were powered in various ways, some by crude types of petrol engine, electric batteries and steam. A little later came the petrol-electric, but we did not go as far as did Paris, where trams were running on hot air. The Electrobus was excellent from the point of view of almost complete silence. It had a heavy load of lead batteries carried amidships. These ensured complete stability, and if the driver operated his simple rheostat gently, this bus could give a smooth start and acceleration, but the vehicle was so heavy and slow that it could not compete with other types, and sometimes had difficulty in keeping up with the horsed buses, whilst it was not uncommon for passengers to be requested to alight when the batteries became tired, and even to push the vehicle up quite gentle slopes. One could imagine the horror of modern passengers if they were asked to help in this way.

The Pioneer steam buses had flash boilers, and at first passengers were timorous, but the worst that could happen was for a tube to burst and cause panic amongst nearby horses.

The Vanguard petrol buses were comparatively fast and reliable, but stone and wood paving caused much skidding, and almost every vehicle left the kerb at severe angles when weather conditions were bad.

I had something to do with the first attempt by the Thornycroft concern to produce a double-decker so powerful that it could climb the steep Gipsy Hill to the Crystal Palace, as the driver for the first test was provided by me. At the last moment, however, the police refused to allow the vehicle to climb the hill with a full load of passengers, and it returned to Smithfield Meat Market, where iron weights were borrowed in sufficient numbers to equal the weight of a full load of inside and outside passengers. Following this a most successful test was made.

Doncaster.

C. HAMILTON FLETCHER.

Thames as 41-seat Coach

STATED to be the first vehicle of its kind in the south of England, a Thames coach chassis with a Duple luxury body is being demonstrated by A. Springall, Ltd., 166-168 Plumstead Common Road, London, S.E.18. It is a 41-seater incorporating many components used in the Trader 7-tonner, although the frame is new.

Available with either an oil or petrol engine, the vehicle is claimed to average 19½ m.p.g. with the Ford 6D unit. Power-assisted steering is offered as an optional extra.

Rear track is wider than with goods-vehicle models, and long semi-elliptic springs are provided with lever-type hydraulic dampers.

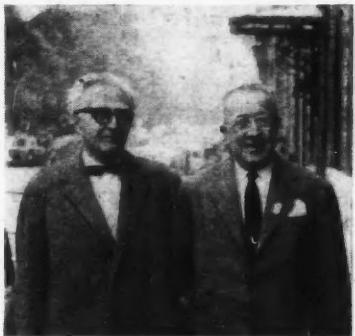
This Duple-bodied 41-seater is based on a Thames coach chassis having many parts common to the Trader range.





(Left) New members from Leicester transport, Mr. S. W. Bridges and Mr. J. Cooper. (Right) Mr. E. Nielsen, Copenhagen, accompanying Mr. M. Gaylard, Lyons, to the Congress hall.

Biggest I.U.P.T. Meeting Hears Criticism of "10-year" Bus : Electronic Accountancy Arouses Interest



Russians Attend Paris Congress

A RECORD number of over 1,000 members and their ladies from 28 centres attended the congress of the International Union of Public Transport in Paris last week. Newcomers from Britain included representatives from the Birmingham, Leicester and Blackpool undertakings. Delegates were welcomed by M. Robert Buron, French Minister of Transport.

To most members, the announcement that Mr. A. Trofimov, general manager of Moscow Transport, would take part in the technical discussion was the first news that a Russian undertaking had joined the Union. His participation was delayed by late application for membership.

Electric Vehicles Preferred

A BRIEF summary of passenger-vehicle operations in Moscow and of trends throughout the Soviet Union was given by Mr. Trofimov. An increase in Moscow's population of 65 per cent, from 1939-59 had, he informed members, greatly stimulated the demand for passenger transport, which had been augmented by the extension of leisure hours in recent years.

This rise also applied to other parts of the Soviet Union, and had been catered for by providing types of transport best suited to the requirements of the general public in different areas. In most cases, electrically powered vehicles were preferred, trolleybuses forming the majority in counties of less than 1m. inhabitants.

In larger cities, underground railways were being built or extended to cater for the bulk of passenger traffic, in conjunction with motorbus services in outlying areas.

The use of light alloys and plastics materials had, said Mr. Trofimov, reduced the weight and cost of all types

of vehicle. In the case of single-deckers, the total unladen weight of powered vehicles was proportional to a weight of 82 lb. per sq. ft. of floor space, whilst the weight of trailers corresponded to 44-56 lb. per sq. ft.

Two large exit doors with a width of 4 ft. were fitted, and the step height had been reduced to 1 ft. from 1 ft. 1 in. A high rate of acceleration and good braking power were essential to modern traffic conditions, and these characteristics had been obtained without sacrifice of passenger comfort. The trolleybuses could accelerate at a rate of 5-6.6 ft. per sec. per sec., and this did not cause passenger inconvenience because the vehicles were fitted with automatic controls and electro-magnetic brakes, as well as a conventional braking system. A retardation rate of 11.5-13.2 ft. per sec. per sec. was normally obtained.

Electric drive was favoured because of the high performance it provided. It operated without undue noise and for long periods without maintenance. The best solution to the peak-hour problem was an increase in payload capacity. Single-deckers with two or four axles were employed on many routes, and

double-deckers having three axles gave the best economy in some operating conditions.

In conclusion, Mr. Trofimov paid tribute to the work of the I.U.P.T. in recent years, and said that it would have a favourable influence on the development of economic forms of urban transport.

Varied Views on Papers

ADVANTAGES claimed for the turbocharged oil engine, statistical analysis by electronic methods and alternative types of bus suspension were debated during discussions of the published papers. The problem of catering for peak traffic by staggering working hours was a recurrent theme, the comments made being frequently longwinded or confusing.

In criticism of the claims made by Mr. E. R. L. Fitzpayne, Glasgow Corporation Transport, and Mr. W. M. Little, Edinburgh Transport Department, in their paper on trends in motorbus construction, Mr. A. A. M. Durrant, London Transport Executive, said that the turbocharged engine gave a good performance but was disappointing with regard to reliability and overall life. The heavier normally aspirated oil engine yielded a favourable consumption at part loads, and it was doubtful whether the turbocharged unit could operate with a consumption that represented a substantial gain.

Mr. Durrant was referring in particular to lightweight oil engines of the type that would be employed in a short-life bus, which would be replaced after 10 years or a shorter period. The use of low-cost materials in the construction of such vehicles would not, claimed Mr. Durrant, afford the necessary high factor of safety in congested urban traffic, and it was doubtful whether a bus designed for a 10-year life could be operated as economically as a conventional type.

Integral body construction offered a substantial weight benefit and improved rigidity, but its cost was excessive unless the vehicle was produced in large quantities. Employing integral bodies would certainly not be economic in the case of



Waiting for a bus in the Esplanade des Invalides (left to right), Mr. L. J. P. Chaffey, Birmingham, Mr. I. Grajevsky, Israel, Mr. A. A. M. Durrant, London, and Mr. D. G. Stokes, Leyland Motors, are seen with Mr. W. H. Smith, general manager, Birmingham, and Mr. F. Gillespie, of the same undertaking.

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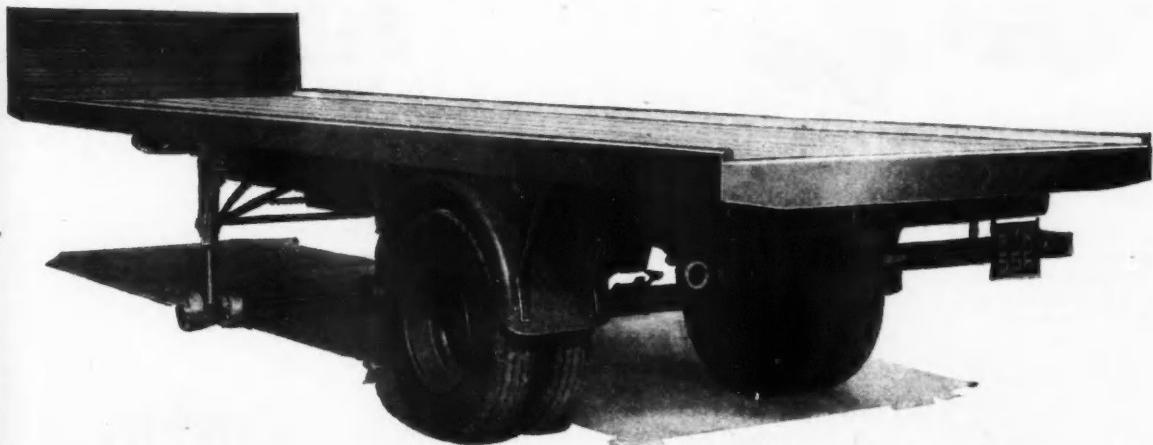
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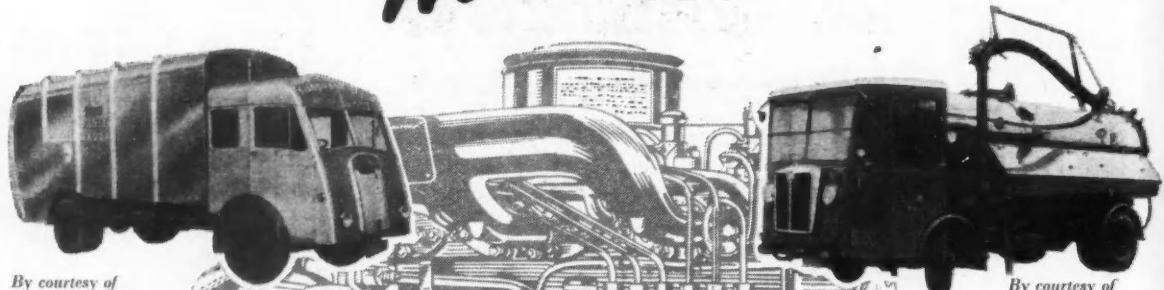


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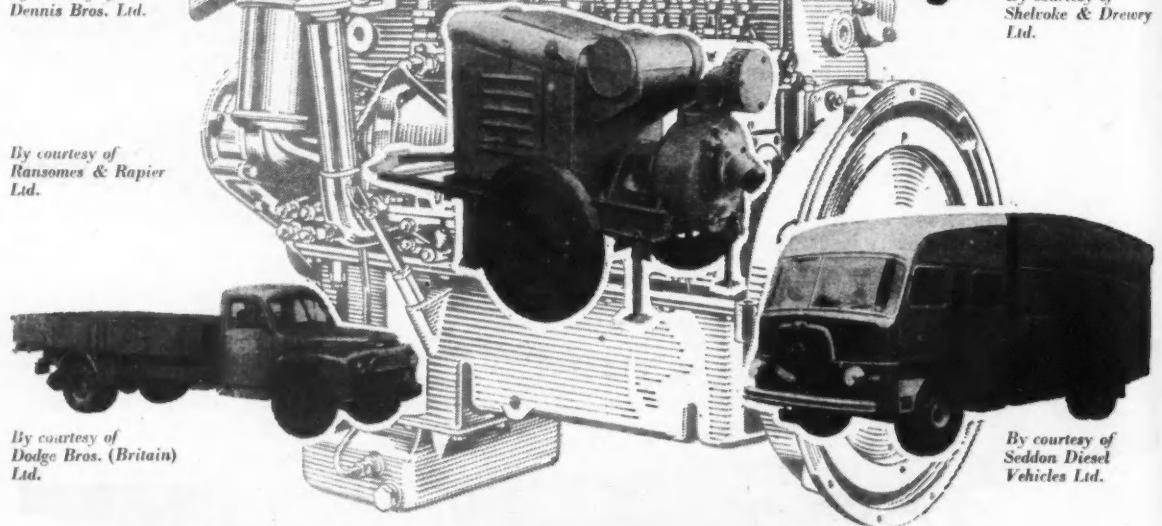
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(Left) Mr. A. Trofimov (centre), general manager, Moscow Transport, with Mr. V. Volotchnev (left) and Mr. J. Bordukov relax after a technical session. (Below) Mr. F. Lademann (left) Hamburg, congratulates Mr. F. Lehner, director of Hanover Transport, on his paper dealing with traffic organization and town planning.

vehicles that were scrapped after 10 years.

Following Mr. Durrant, Mr. D. G. Stokes, of Leyland Motors, Ltd., pointed out that the turbocharger could be employed to good advantage to restore power lost by an increase in altitude. It should be appreciated, however, that the weight of the engine was about 10 per cent. of the gross vehicle weight. Vehicle makers had to design buses for particular operating conditions, and in some cases it was essential to provide a high impact resistance to heavy road shocks.

A standard form of construction could not meet the wide variety of operating conditions covering every type of route. The lightweight "10-year" vehicle would, however, be suitable for summer touring coaches. Although the turbocharged engine should enable fuel consumption to be reduced, it would not afford a saving in the weight of the transmission components.

Air Advantages

Referring to suspension systems, Mr. Stokes said that the development of improved forms of springing was of outstanding importance. Air suspension offered notable advantages, but it had yet to be proved satisfactory in service. Vehicle braking might be improved by employing a combined disc and drum type. Plastics materials could possibly be employed.

In contrast to the views of Mr. Fitzpayne and Mr. Little, Mr. Stokes said that progress in design and development would continue to be a process of gradual evolution. Fuel economy was the yardstick of engine efficiency as well as a valuable factor in overall running costs.

Body corrosion was cited by Mr. J. Courson, director of research of the Paris undertaking, as a particular disadvantage of lightweight construction, and he pointed out that the use of accessories of



the lightweight type often increased maintenance costs.

When elaborating some of the comments made in the paper on new materials for public transport vehicles, Mr. K. Blenkle, of the Berlin undertaking, emphasized that the heat dissipated from brake facings could be highly unfavourable to the life of the tyres.

Referring to plastics materials, Mr. Blenkle claimed that they could be employed to reduce operating noises; this would be essential if regulations were introduced to limit the total volume of noise produced by vehicles in the interests of public health. Mr. Blenkle was co-author of the paper with Mr. P. Reynaert, of Brussels.

Last speaker at the Congress, Mr. A. Boschi, of the Pirelli company, Milan, gave test details of a suspension system the functioning of which was dependent upon the properties of steel, rubber and air. Each suspension unit, said Mr. Boschi, comprised a helical steel spring with a covering of rubber which was charged with compressed air, the weight of steel being varied in relation to the weight of rubber and the volume of air according to the springing characteristics required.

The proportion by weight of steel and rubber could be as high as 1:2 or be as low as 1:10, whilst the ratio of solid

materials to air could be varied between 1:1.2 and 1:10.

Some of the 100 buses equipped with this type of suspension had completed individual mileages of about 40,000, and the performance of the springs had been outstanding. As well as improving the comfort of the passengers, their use had substantially reduced the cost of vehicle operation, notably with regard to tyre wear. On poor road surfaces the gain was higher than the advantage provided when the vehicle normally travelled on good roads.

In the case of a bus that was regularly employed on rough surfaces near Rome, said Mr. Boschi, the improvement in tyre life was approximately 50 per cent.

Mr. Burnell's Views on Parking

DEALING with the problem of parked cars after summarizing the original text of his appendix to the paper read by Mr. O. Miescher, of Basle, and Mr. F. Lehner, of Hanover, Mr. J. B. Burnell, London Transport Executive, said that the elimination of all-day parking in the Mayfair test area had resulted in an improvement in traffic speed from 9.2 m.p.h. to 10 m.p.h. The system had also enabled unmetered parking space to be provided for commercial vehicles.

"We look forward," said Mr. Burnell, "to the time that street parking during the day will be eliminated from the City and the West End."

Fourteen speakers took part in the discussion, interest being equally divided between Mr. Miescher's views on investment in public transport and Mr. Lehner's comments on traffic control and town planning.

Relating his observations to both aspects of the paper, Mr. S. Camp, of Gothenburg, Sweden, opened the discussion with a factual analysis of the advantages obtained in practical experiments from the use of two-way radio installations.

Interruption Obviated

Describing a typical application in Sweden, Mr. Camp said that the movements of public service vehicles in a town having a population of 400,000 were controlled from an office with the aid of over 300 radio sets operating on five channels. The supervising officer could contact the service drivers and inspectors, by means of sets in their vehicles, either singly or in groups, interruption by other callers being obviated by the type of system employed. A tape-recording was normally made of all radio conversations.

Advantages afforded by the system which were particularly emphasized by Mr. Camp included a reduction in the number of inspectors, the ready adjustment of vehicle running to accommodate changes in passenger density, the immediate dispatch of a relief vehicle in the event of a breakdown, and the facility with which police, doctors and ambulance personnel could be summoned to the scene of an accident.

If calls were to be made other than



Three Congress members from Switzerland (left to right), Mr. W. Storzer, Alstätten, Mr. O. Miescher, director of the Basle undertaking, and Mr. A. M. Hug, Zürich, review investment problems mentioned by Mr. Miescher in his paper. Later they visited centres in the Paris undertaking's network, which included the Metro-bus transfer station at Vincennes.



(Left) Mr. S. Camp, Gothenburg, gave details of the use of radio-control equipment which enabled fewer inspectors to be employed.

(Right) General manager of St. Helens Transport, Mr. J. C. Wake has attended the majority of Congresses since the war.



to sets in the radio network, the circuit of the control office was linked to the public telephone system. It had been estimated that the cost of the equipment would be offset by direct savings in three to four years.

Quoting statistics from typical American towns, Prof. P. H. Bendtsen, of Copenhagen University, claimed that the efficient control of traffic and parking could improve the average rate of flow despite a twelve-fold increase in the number of private cars. This was shown by an increase in the traffic speed from about 5 m.p.h. to approximately 5½ m.p.h. during peak hours in many American counties since the 1920s.

Later in the discussion, Mr. R. F. Gross, of Chicago City Council, made a plea for closer liaison between traffic and transport engineers, city planners and architects. Creating an effective public relations organization was long overdue, said Mr. Gross. Technicians and the general public were amenable to persuasion if they knew that their co-operation was essential.

Continuous Day

Members from this country generally regarded the paper of Mr. M. Gayard, of the Lyons undertaking, on the advantages of the "continuous day" as a plea to French municipalities to follow the example of Great Britain. Some of the comments made during the discussion were, however, pertinent to the universal problem of educating the public or groups of workers to accept changes in working hours.

For example, Mr. M. Hallere, the French Minister of Finance, stated that workers were more willing to accept changes if it could be shown that a new arrangement would provide social benefits and increase "effective leisure time." This was preferable to highlighting the resultant gains in productivity and the reduction in transport costs.

Referring to the period required to introduce major reforms, Mr. J. Meyer, of Metz, said that in his town staggering had been organized over four years and had completely changed the customs and traditions of the population of 100,000 people. The changes had mainly related to staggering school and workers' services to enable the same buses to be employed for both groups.

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Double-decker Supported

ADDITIONAL support for the double-decker by a Continental operator came as a welcome surprise during the discussion on the paper by Mr. A. Fogliano and Mr. A. Paschetto, of the Turin undertaking, which dealt with the modernization of vehicles in relation to running costs.

Representing the Naples transport concern, Mr. D. N. Visconti said that providing the maximum passenger capacity was of first importance and that the use of double-deckers of light-alloy and plastics construction enabled the maximum number of passengers to be carried by a relatively light-weight vehicle with a favourable fuel consumption.

Arranging the upper-deck seats at different levels represented a weight- and cost-saving measure. Easy gear-changing and a shock-free transmission reduced passenger injuries and claims for compensation. Bumpers should be fitted that were fully functional.

Various forms of body support for the convenience and safety of standing passengers were described by Mr. Bultirini, of Rome. These included types of back rest which could be employed in conjunction with, or in place of, horizontal side rails.

Passengers accommodated per square metre of floor area numbered 1.7 if they were seated, whilst five passengers could stand in the same space when making use of a horizontal support. If they were provided with back supports, the number was cut to 3.3. Reducing the transmission of road shocks to passengers was necessary to their comfort and safety.

When introducing Mr. Mross, of Hamburg Transport, author of the paper on electronic automation, Mr. F. Lademann, managing director of the company and chairman of the session, said the constant need to re-examine running costs could not be catered for unless analyses were made by electronic equipment.

During the discussion, Mr. R. De Clercq, of Belgium, put the case for the electronic engineer in charge of the data-processing equipment, who, he said, should be given an authority compatible with the importance of his position.

After referring to the small number of transport undertakings of sufficient size to exploit electronic methods to the full, Mr. R. Gutknecht, of the Aachen undertaking, suggested that an electronic and punched-card system could be combined to provide smaller operators with suitable equipment. Would it not be possible, asked Mr. Gutknecht, for the makers of electronic equipment to offer a data-processing service under contract?

Processing Potential

In reply to the speakers, Mr. Mross gave the news that the storage capacity of smaller types of equipment might be increased in the near future, which would greatly increase their processing potential without materially adding to first cost.

Mr. Mross and all the speakers strongly supported Mr. Lademann's recommendation that a steering committee of the Union should be formed to undertake a preparatory investigation of the subject to enable expert advice to be given on all types of operation.

Included in the official recommendations made by Mr. Lalou, chairman of the traffic committee, after the final technical session was a warning that there should be no delay in transferring passenger and goods traffic from local railways to road vehicles if rationalization of the rail system could not be employed to promote economy.

Mr. Lalou was referring in particular to the observation made by Mr. H. J. Van Zuylen, of Rotterdam Tramways, in his paper on the factors which should decide the replacement of light railway systems by road services. Mr. Van Zuylen had recommended that State railways should be relieved of the responsibility of operating unprofitable secondary lines.



(Right) Mr. K. Blenkle, Berlin, was co-author of a paper on new materials for passenger vehicles with Mr. P. Reynaert, of Brussels.

(Left) A member of the Pirelli company, Milan, Mr. A. Boschi outlined the practical advantages of a steel-rubber air-suspension system.



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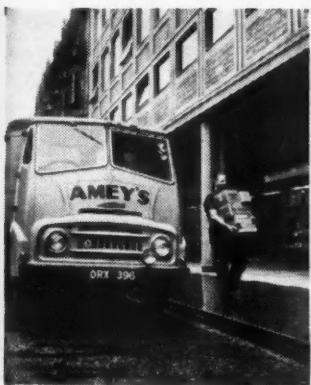
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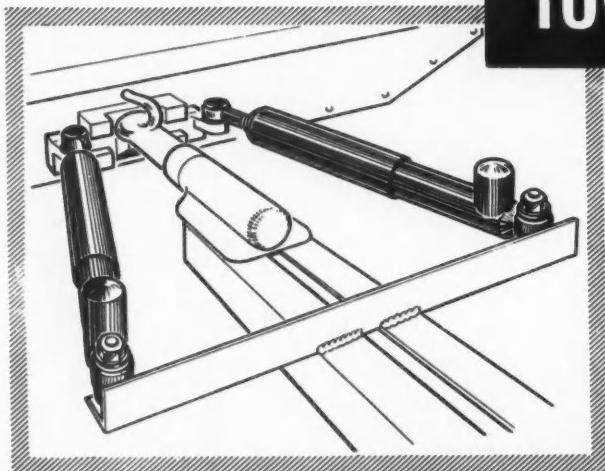
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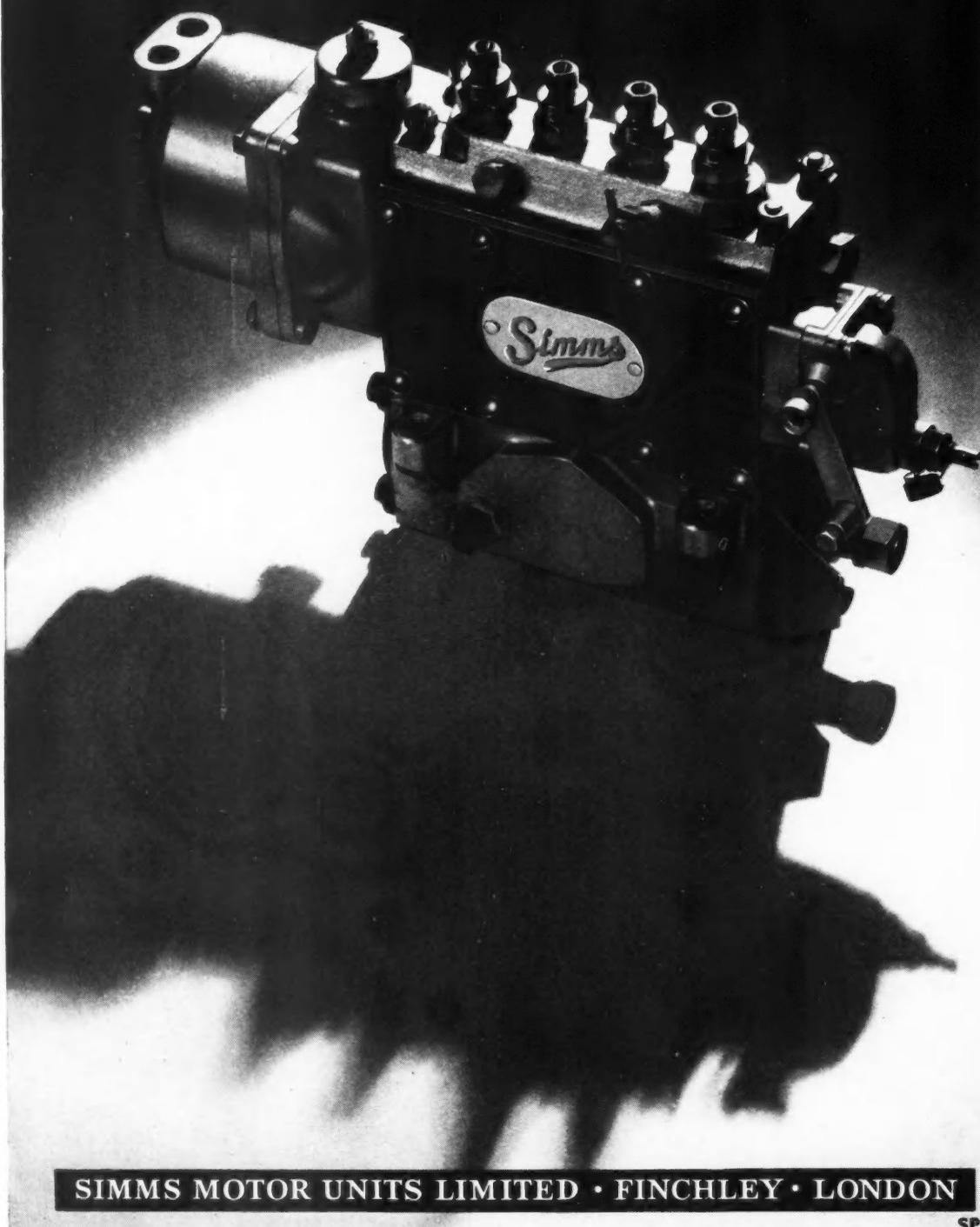
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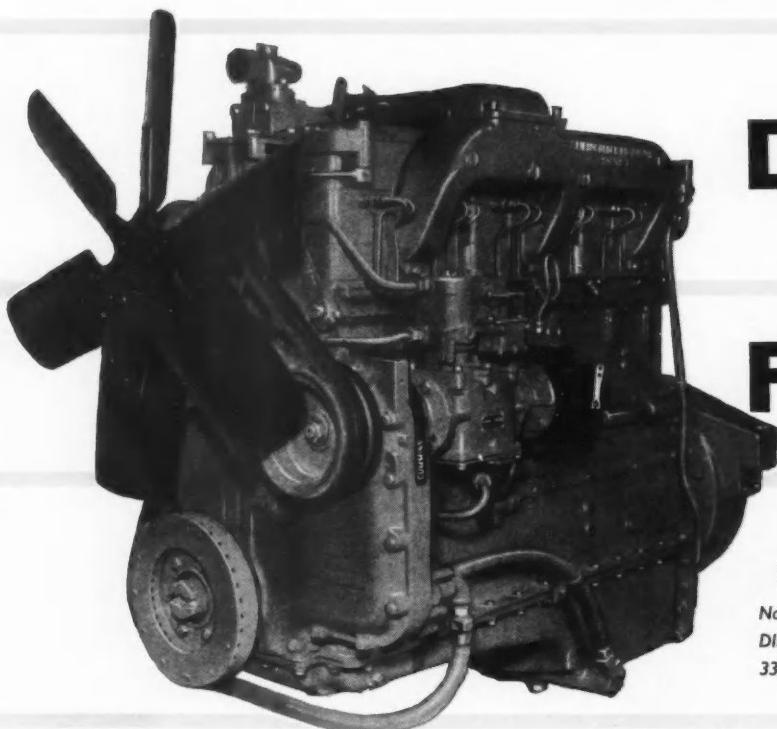
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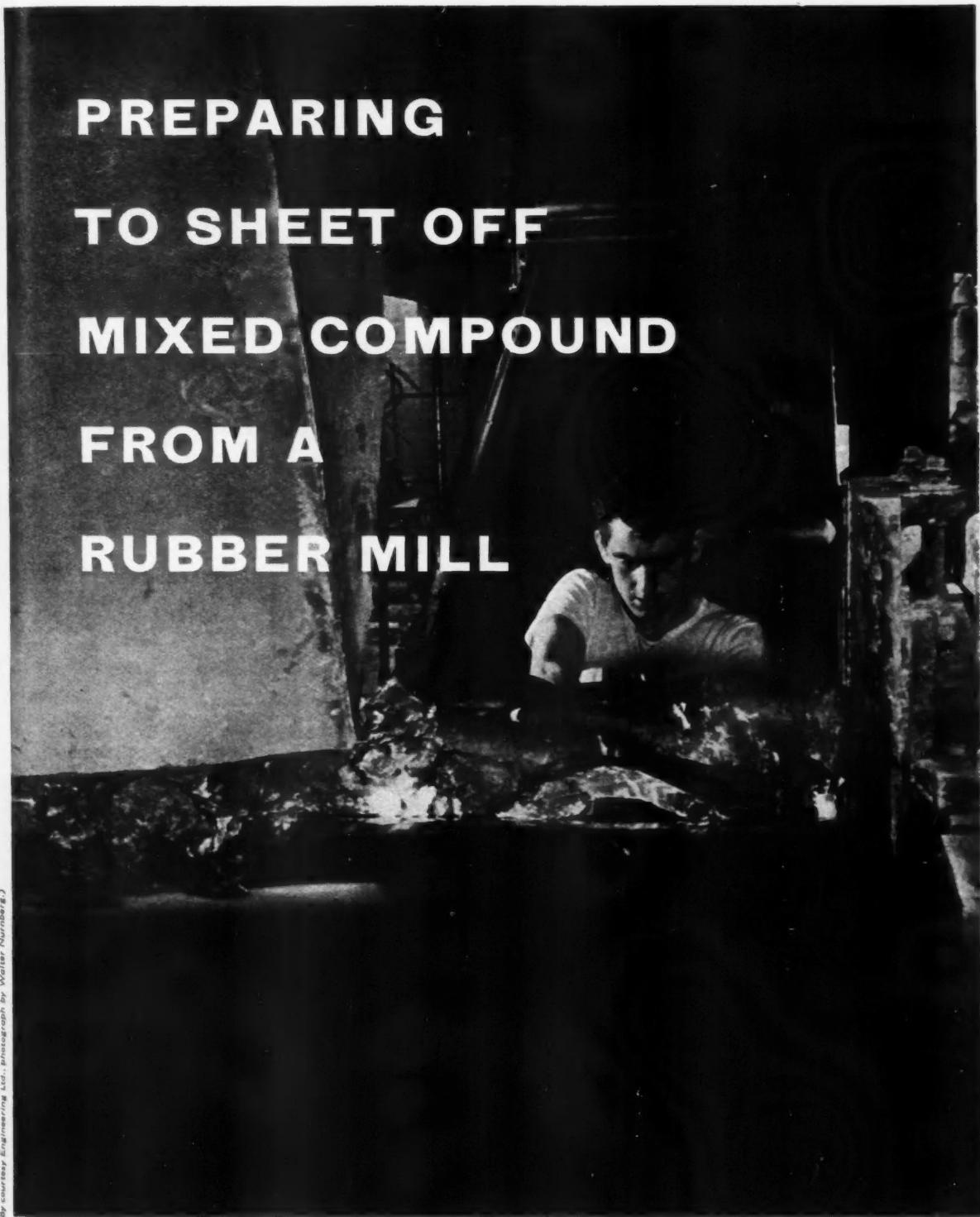
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And these are no exception, for only last year London Brick disposed of 50 old type A.E.C. 4-wheelers — each of which had achieved the remarkable record of $\frac{3}{4}$ million miles!

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7,250 bricks can be transported in one load by this flat-platformed "Mammoth Major" 8, operated by the London Brick Company Limited, who using A.E.C.'s maintain the world's largest brick-carrying fleet. The combined weight of vehicle and load comes to 23 tons, 19 cwt.

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Welford Engineering (Oldbury), Ltd., Tipton, Staffs., make tipper bodies so that chassis can be equipped from stock within a few hours. This Thames Trader 7-tonner has received the "fitted while you wait" treatment.

BECAUSE of its mainly utilitarian rôle municipal haulage tends to be taken for granted, if not underrated. Comprehensive figures are not available, but it is estimated that more than £15m. a year is spent by local authorities throughout the country on this account.

Dependent upon the policies adopted by individual authorities, the proportion of the work undertaken by their own vehicles varies, but a substantial tonnage is moved annually by professional hauliers. Of recent months attention has been drawn to the large-scale road and building construction which is being undertaken and has brought welcome additional business for hauliers. But the work provided by road maintenance, if not so spectacular, is a source of consistent revenue for operators equipped for this type of work.

For the haulier, tendering for municipal contracts, as distinct from making day-to-day spot quotations, can provide both advantages and disadvantages. If he is awarded the contract at an economic rate, he can at least rely on a modicum of traffic over the stated period. Rates, however, are likely to be low unless the haulier is not only fully acquainted with his own operating costs, but also knows the peculiarities of the job for which he is tendering.

In this respect the time factor is vital, and can often make all the difference between profit and loss to the operator. Moreover, by the terms of their appointment or election, those responsible for inspecting tenders are invariably duty-bound to accept the lowest in the absence of exceptional circumstances.

Greatest Asset

Flexibility is probably the greatest asset of road haulage when in competition with other forms of transport. Particularly is this the case regarding quotations which many operators take a pride in being able to give immediately for most types of traffic, however spasmodic. Even so, after experience with some new traffic, a readjustment of the rate may well be necessary.

When a contract for municipal work has been agreed, however, the local authority, as well as the haulier, expects to benefit from the degree of permanence which such a contract implies. It is, therefore, more than ever necessary that the operator should be sure of his costings before submitting his tender. Such calculations are often complicated by the spasmodic nature of much municipal work, when standing time can cost more than the mileage run.

Both in "The Commercial Motor" Tables of Operating Costs" and in these articles it is always emphasized that any

TIME IS MONEY in Municipal Work

Correct Assessment of Time Charges is Imperative When Tendering for Council Contracts : How to Reckon Short-lead Rates to Allow for Terminal Delays

haulage charge basically depends on two factors—time and mileage. Because of the peculiarities of certain work, or in response to the customer's direct request, quotations may be required to be submitted per lead mile, or per ton lead mile. Even so, the initial calculation should be based on the 10 items of operating cost, with such adjustments as is appropriate to this class of work.

Although superficially attractive, flat rates should be avoided. The apparent saving in clerical work can prove small compensation for unprofitable trips. Only too often does it happen that, where a haulier has agreed to take the rough with the smooth—for example, short and long leads at a fixed rate—any subsequent fluctuation is invariably an increase in the long leads at the expense of the haulier.

Where tipper work is involved, operating on short leads, delays in turn-round time may well mean the loss of one or more trips per day, thereby nullifying previous costings. On large-scale contracts, where the overall construction is planned to a time-table, terminal facilities may be efficiently arranged so that comparatively little delay does, in fact, occur. Such conditions do not generally apply on much routine maintenance undertaken by local authorities. Where the operator has no control over turn-round time he should make ample time allowance when calculating charges.

Budget's Influence

In recent issues of *The Commercial Motor* the influence of the Budget on operating costs of several types of commercial vehicle has been shown and I will now make similar calculations for a 5-ton oil-engined tipper, such as is commonly used on municipal haulage.

With an unladen weight just below 3 tons, the annual licence duty payable will be £35, or 14s. per week. As with the other items of standing cost, this is calculated on the basis of a 50-week year to allow for two non-revenue-earning weeks when the vehicle may be off the road for major repairs.

New rates of wages have been proposed in R.H.(65) and, although the Road Haulage Wages Council will meet next week to hear any objection to these proposals, it is expected that the rates will be soon approved by the Minister of Labour and National Service. The standing cost in respect of wages will, therefore, be calculated on the proposed rates.

This will have the effect of raising the present remuneration per week for an adult driver of a vehicle with a carrying capacity of 1.5 tons from £8 3s. to £8 8s., assuming it is located in an intermediate, or grade 1, area. To this are added allowances for both statutory and voluntary insurance contributions, plus an adjustment to provide for two weeks' annual holiday with pay. This gives a total of £9 4s. per week.

Rent and rates to cover the cost of garaging the vehicle will be assessed at 10s. 6d. per week. The effect of the removal of purchase tax from this particular type of vehicle is to reduce the former price by just over £200 to £1,160. The annual insurance premium is, therefore, calculated at around £35, or 14s. per week, whilst interest at 3 per cent. on the initial outlay adds a further 14s. per week to the standing costs.

Consistent with the emphasis that it is recommended should be placed on the time factor when tendering for municipal contracts, special consideration is given in this instance to the item of depreciation. Because standing time, whether resulting from terminal delays or the spasmodic nature of the work, is a dominant proportion of the vehicle's operation, it is

considered appropriate to make an exception to the usual procedure by calculating depreciation solely on a time basis and including it as an additional item of standing costs.

Starting with the initial outlay of around £1,160 and deducting the cost of the initial set of tyres, plus an arbitrary residual value of 12½ per cent. of the cost price, a balance of £850 is left to be written off. Over a period of five years this would amount to £170 a year, or £3 8s. per week. The total for the six items of standing costs would, therefore, be £15 4s. 6d., or 6s. 11d. per hour, assuming a standard 44-hour week.

Fuel consumption must be expected to be above average because of the nature of the work and will accordingly be reckoned at a rate of 14 m.p.g. With oil fuel purchased at 3s. 10d. per gallon, fuel cost per mile would amount to 3.29d., whilst lubricants are reckoned at 0.24d. Again, because the vehicle is a tipper, tyre costs must be expected to be above average and will be assessed at 2.11d. a mile, with maintenance similarly increased to 3.08d. Total running costs are thus 8.72d. per mile.

To these 10 items of operating costs must now be added the appropriate overhead costs of the operator. In practice these can vary widely and will arbitrarily be assumed to be 20 per cent. of the total operating cost. With the profit margin assessed at a similar percentage, the charge per hour becomes 9s. 8d. and the charge per mile 1s. 0d.

Forming a Schedule

Using these two charges, I will show how a rate schedule can be formulated to give the charge per mile and per ton when a 5-ton tipper is engaged on comparatively short leads. An accompanying table lists lead mileages from one to 10.

On the very short leads a normal average speed could not be attained and it will be assumed that the first mile will be completed at 5 m.p.h. in 12 minutes. The second mile is reckoned to take six minutes at 10 m.p.h. With the average speed increasing over the next eight miles to 15 m.p.h., the time per mile would be four minutes.

An easy, though obvious, mistake when making calculations based on lead mileage is to overlook the fact that the return mileage for the trip will be double the lead mileage. In addition, when reckoning the time taken for a complete trip based, for example, on a one-mile lead, the time taken will be calculated as 24 minutes, and not 12 plus six minutes for the second mile.

This is because the intermediate terminal time will produce the effect of the vehicle's being re-started so far as average speed for the return trip is concerned. The overall time taken on any trip will thus be the addition of the travelling time for

5-ton Tipper Rates for Short Leads

| Lead mileage | Time per single trip | Overall time* | CHARGE | | | |
|-----------------|-------------------------|------------------|---------------|--------------|-------------------|--------------|
| | | | Time | Mileage | Total per trip | Per ton |
| 1 | min. 12 | hr. m. 1 24 | s. d. 13 7 | s. d. 2 0 | s. d. 15 7 | s. d. 3 1 |
| 2 | 18 | 1 36 | 15 6 | 4 1 | 19 7 | 3 11 |
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| 6 | 34 | 2 8 | 20 8 | 12 3 | 32 11 | 6 7 |
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| 8 | 42 | 2 24 | 23 3 | 16 4 | 39 7 | 7 11 |
| 9 | 46 | 2 32 | 24 6 | 18 4 | 42 10 | 8 7 |
| 10 | 50 | 2 40 | 25 10 | 20 5 | 46 3 | 9 3 |

*Includes one hour terminal time per return trip.

two single trips, plus whatever time was taken at both terminal points. Standing time will again be split, as between the actual time taken in loading or unloading, plus any time either waiting in a queue or locating the official concerned for instructions.

In the table I have assumed an hour's terminal time per return trip. With a lead mileage of two, travelling time outward totals 18 minutes (12 minutes for the first mile and six minutes for the second) and a corresponding time for the return trip, giving a total travelling time of 36 minutes. Coupled with the agreed terminal wait, the overall time per return trip is one hour 36 minutes. With a charge per hour of 9s. 8d., the cost is 15s. 6d. The charge per mile is 4s. 1d., giving a total of 19s. 7d. for the trip. Where a load of 5 tons was carried, the rate would be 3s. 11d. per ton.

At the top end of the scale, the travelling time for a single trip of 10 miles would be 50 minutes, giving a total time for the return trip, including terminal waiting, of two hours 40 minutes. The time charge would thus be £1 5s. 10d. and the mileage charge £1 0s. 5d., making the total £2 6s. 3d., or 9s. 3d. per ton.

At the outset it was assumed that the vehicle would be operating 44 hours per week and the hourly rate was calculated accordingly. If, however, the amount of work offered per week under the contract did not average that figure, adjustments in this rate table would have to be made, especially if the time remaining when the vehicle was not required by the local authority was insufficient or too inconvenient for it to be used on other work. The haulier is still providing a service, and needs recompense, if a vehicle is kept available, although not always used, as can so often happen when work depends on the weather.

S.B.

New Market May Give Export Boost

If the plan to form a group of trading countries rival to the European Common Market should come off, British exporters of commercial vehicles will have the chance to score heavily over competition from Western Germany. If the situation resolves into a loss of British business in the Common Market to the benefit of the Germans, with a corresponding loss of German trade in the new market to the credit of the

British, this country will stand to gain far more than it gives up.

The accompanying two tables show Society of Motor Manufacturers and Traders figures for the 1957 imports from Britain and Western Germany of the countries in the Common Market and those in the proposed bloc. Eventual abolition of tariffs in the Common Market will probably mean, taking that year's statistics as a basis, that the Germans can raise their exports to their fellow countries in that alliance from 13,681 by 3,307 at Britain's expense.

On the other hand, if the same occurs in the proposed market, but to our advantage, British exports may be increased from 6,460 by 21,388. This is chiefly because the Germans are selling heavily in the countries concerned. In a nutshell, Britain will give up trade amounting to 3,307 vehicles and gain 21,388, whereas the Germans will suffer vice versa.

Britain's only substantial rival in the

PROPOSED MARKET COUNTRIES' IMPORTS, 1957

| Country | From Britain | From W. Germany |
|----------------|--------------|-----------------|
| Britain .. | — | 902 |
| Sweden .. | 468 | 3,259 |
| Norway .. | 1,973 | 3,226 |
| Denmark .. | 2,571 | 4,691 |
| Austria .. | 162 | 3,712 |
| Switzerland .. | 364 | 3,384 |
| Portugal .. | 922 | 2,214 |
| Totals .. | 6,460 | 21,388 |

proposed market would be Sweden, whose manufacturers could be expected to exploit their opportunities with equal vigour. In 1957, they sold 66 vehicles in what is now the Common Market, but 2,470 to the other countries interested in the new scheme. Of these, Norway bought 1,508, Denmark 489 and Portugal 413.

Neither Austria nor Switzerland is a big vehicle producer. Austria made 4,250 commercial vehicles in 1957, whilst Swiss output was only a few hundred.

COMMON MARKET COUNTRIES' IMPORTS, 1957

| Country | From Britain | From W. Germany |
|--------------------|--------------|-----------------|
| France .. | 23 | 409 |
| Western Germany .. | 21 | — |
| Italy .. | 18 | 274 |
| Belgium .. | 1,415 | 6,958 |
| Netherlands .. | 1,829 | 5,813 |
| Luxemburg .. | 1 | 227 |
| Totals .. | 3,307 | 13,681 |

June 5, 1959

THE COMMERCIAL MOTOR

(Supplement) 63

| Per ton |
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| 4. 7. |
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21,388

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NAME
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1948 Bedford 5-ton long wheelbase Box Van.
1958 Bedford diesel 5-ton forward control Box Van.
1952 Bedford petrol 7-ton long wheelbase Truck.
1956 Bedford diesel Scammell Tractor Unit.
1955 Morris 1½-ton diesel Van.
1955 Bedford Comet diesel 7-ton long wheelbase Platform Lorry.

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OCTOBER, 1957. A.E.C. Mercury platform vehicle for sale, perfect condition, £1,750. or near offer. Apply to J. and H. Transport Services (Pockmark) Ltd., Merton House, Croft St., Deptford, S.E.8. (Phone: Bermondsey 4577, Mr. Mortimore.)

A.E.C. Monarch 4-wheeled tipper, first registered December, 1957, fitted with 14-ft. 6-in. steel fixed-sided body, this vehicle is as new. 814-27

MAYFAIR GARAGE (TAMWORTH), LTD., Coleshill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7.

1950 A.E.C. Mammoth Major Mk. 3 8-wheeler, double-drive, treble drop-side truck, 24-ft. 6-in. body, 9.6-litre engine, top-speed gearbox, air brakes, in excellent condition, £1,125. 814-27

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ALBION

1940 CX5 ALBION 6-wheeler double-drive, 24-ft. platform, immaculate condition, ready for work. P. AND M. KAYE, LTD., Hare Works, Hare Row, E.2. Phone, Sho 9211. 814-42

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1954 ATKINSON, fitted P6, 18-ft. platform, choice of two, £650. Cottier and Edwards, Ltd., Nottingham. Phone 52213. 814-90

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Used Goods Vehicles (contd.)

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TWO very low mileage AUSTIN 6 x 4 vehicles, complete with battery, spare wheel and in good condition, £180 each. L. W. Vass, Ltd., Ampthill, Bedford. 222-235

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1958 Forward-control 5-ton, 300 cu. in. diesel engine, boxvan body low-mileage demonstrator.
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NEW 7-ton normal-control short-wheelbase chassis-cab, diesel.

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ALL at list price, no purchase tax.

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10-12-CWT. vans. **BEDFORD**, large selection, reconditioned, overhauled where necessary, guaranteed.

BEDFORD 10-12-cwt. van, overhauled, reconditioned engine, £325.

BEDFORD 30-cwt. van, good condition throughout.

BEDFORD 2-ton long-wheelbase truck.

BEDFORD 5-ton long-wheelbase platform.

BEDFORD 5-ton diesel Luton van.

NEW BEDFORDS.

MOST MODELS FOR IMMEDIATE DELIVERY.
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LATEST LOW-DEPOSIT CREDIT TERMS
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SPURLING MOTOR BODIES, LTD.
THE NAME BEHIND THE SALE." FOR "QUALITY TESTED" SECURITY.

1954 **BEDFORD** 12-cwt. builder's truck, exceptionally good condition.

BEDFORD boxvan; choice of several.

BEDFORD 5-ton long-wheelbase truck, reconditioned engine.

BEDFORD 1,000 c.c. pantechnicon.

BEDFORD 3-ton long-wheelbase truck.

OTHER makes and types available.

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Other branches: The Hyde, N.W.9; High Rd., Wembley, High Rd., Chiswick; Watford; Rushton St., N.1; Vigo Motors, W.10; and Colchester. 814-231

BEDFORD 1953 Bedford petrol-engined U-shaped bodied tipper, very sound and ready for immediate work.

MAYFAIR GARAGE (TAMWORTH), LTD., Colehill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7.

BEDFORD O model Scammell tractor unit, 1949, £145.

Meadow Commercials, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 814-168

DISMANTLING S model 7-ton **BEDFORD** tractor unit; also 1-ton petrol long-wheelbase lorry.

MADWAY SPARCS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 814-167

CHARLES WENSLY AND SONS, LTD., 68 Ings Rd., Walsall. Main dealers. Specialists in all types of co-building including refrigerated and insulated bodywork. Purchase available and part-exchanges. Phone 2294-3371. 222-867

COACHES AND COMPONENTS, **BEDFORD** main dealers.

1959 **BEDFORD** 3-ton petrol boxvan, brand new, unregistered.

BEDFORD 6-ton diesel chassis-cab, long wheelbase, unregistered.

NEW BEDFORD vans and Utilities from stock.

92-94 STAMFORD HILL, N.16. Stamford Hill 8444. 814-281

SHELDON MOTOR SERVICES.

2119 BIRMINGHAM ROAD,
BIRMINGHAM, 26.

Phone, Sheldon 4386-7-8.

BEDFORD 1955 3-ton delivery van, £385.

1955 **BEDFORD** 10-12-cwt. van, repainted blue. 814-14

IMMEDIATE delivery services.

CL 5926

Used Goods Vehicles (contd.)

CAPITAL MOTOR CO., LTD.
BEDFORD MAIN DEALERS,
SCAMMELL DISTRIBUTORS.

NEW BEDFORD available, 15-cwt. vans and conversions. 3-ton trucks, diesel 10-ton tractor units. SEND us your inquiries.

1949 BEDFORD 3-ton pantechnicon, in reasonable condition, repainted, £200.
1949 BEDFORD standard van, clean condition, £125.
1951 BEDFORD 8-ton tractor unit, in good order, £175.
1954 BEDFORD A-type 5-ton diesel long-wheelbase hydraulic tipper, in good condition, £585.
 BEDFORD 10-12-cwt. vans, 1954-57, good order, from £175.
 REMINGTON ST., City Rd., N.I. (Near Angel) Clerkenwell 7456. 814-308

G.T.C. (COMMERCIALS), LTD.

1956 BEDFORD 7-ton long-wheelbase drop-side truck.
1955 BEDFORD 7-ton long-wheelbase drop-side trucks, choice of two.
1955 BEDFORD 5-ton long-wheelbase trucks, choice of two.
1955 BEDFORD 5-ton long-wheelbase cab, one owner.
1955 BEDFORD 1,000 cu.-ft. Luton van, separate cab, one owner.
1955 BEDFORD diesel 7-ton long-wheelbase drop-side truck.
1954 BEDFORD 3-ton long-wheelbase truck with tilt.
1954 BEDFORD-SCAMMELL 10-ton diesel artic unit, 2-ft. 10-in. trailer.
1953 BEDFORD 5-ton long-wheelbase drop-side truck, a model.
1952 BEDFORD 5-ton short-wheelbase drop-side truck, 4-cu.-yd. wooden body, in exceptional condition for its year.
1952 BEDFORD-SCAMMELL 10-ton artic. unit and 2-ft. trailer.
1952 BEDFORD 5-ton long-wheelbase drop-side truck, synchronised box.
1951 G.T.C. (COMMERCIALS), LTD., 2 Addison Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 814-438

1955, November, BEDFORD 10-cwt. van, in duo blue, one owner, £295.

BENHILL MOTORS, LTD., Bedford House, High St., Sutton, Surrey. Phone, Vigilant 8192. 814-252

1953 A-model BEDFORD short-wheelbase diesel tipper, 6-yd. steel body, good tyres and engine. 3751 11 Prescott Place, Clapham, S.W.4. Mac 2264. 814-365

FOR sale, 5-ton BEDFORD wagons, 16-ft. sided bodies, Hanson Haulage, Ltd., Leeds Rd., Huddersfield. 814-382

1958 BEDFORD 6-cu.-yd. tipper, 700 miles only, first registered February, 1959, petrol, £1.285. W. Harold Perry, Ltd., Station Bridge, Headstone, Middx. Harrow 1031.

LOW-MILEAGE BEDFORD QL, unregistered, in good condition; also Bedford OL which tractors at £175. Main Motors, Ltd., Woodside, Ewlewe, Oxon. Phone, Ewlewe 62. 814-321

PARK GARAGE bargain: BEDFORD 3-ton flat truck, long-wheelbase, Balco extension, April, 1953, well maintained, suitable for Luton load, £225. Park Garage, 37 Uriah St., Camberwell, S.E.5. Rodney 4187. 814-319

BEDFORD articulated, R6 engine, Scammell coupling, 21-ft. or 23-ft. body, 1952, at £390. Ernest Thorpe and Co., Ltd., Thurgoland, near Sheffield. Phone, Stocksbridge 2152. 814-385

Bedford Wanted

BEDFORDS wanted! Bedfords wanted! We want Bedfords! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 65 Rennetts Wood Rd., Eltham, S.E.9. Eltham 8253. 814-925

BEDFORD. All types wanted.

BEDFORD. All types wanted.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

G.R.E. 2033-4.

814-821

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 814-915

B.M.C.

1957 7-ton B.M.C. long-wheelbase with Balco extension, 22-ft. platform body, £695. Hamblins Garages, Ltd., Rectory Rd., Rushden 3211. 814-133

1957 B.M.C. diesel artic. unit, 2-speed axle, fifth wheel coupling, with two Goliath 10-12-ton 2-ft. trailers, excellent outfit, £1,000 the lot.

1956 B.M.C. diesel 7-ton long-wheelbase tipper, 2-speed axle, power steering, a very clean and well-maintained vehicle, £850.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 814-211

B.M.C. - SCAMMELL 1957-tractor unit, diesel 2-
N.W.S. 5555. 814-151

SPURLING MOTORS (CHISWICK), LTD., Spurling Corner, W.4. Phone, Chiswick 6741 (five lines).

1955 B.M.C. diesel 7-ton truck. 814-368

1956 B.M.C. tractor unit, diesel 5-ton, new tyres, immaculate condition, £645. Edgware 2572. 814-434

COMMER

IMMEDIATE delivery COMMER E.D.V. Road Transport Services (Hackney), Ltd., 21-37 Arbutus St., E.8. Cl. 9292. 814-331

Used Goods Vehicles (contd.)

SHELDON MOTOR SERVICES.
2119 COVENTRY ROAD, BIRMINGHAM, 26.
Phone, Sheldon 4386-7-8.

NEW COMMER P6 6-ton N.C. tipper, wooden body. For immediate delivery, £1,382.
 COMMER 25-cwt. F.C. van, 1955, repainted, ready for work, £300.
 COMMER 25-cwt. F.C. van, 1954, repainted and ready for work, £275.
1955 COMMER 15-20-cwt. N.C. builders' truck, repainted, £275. 814-149

COMMER 1953 articulated tractor unit, recently fitted with reconditioned engine, gearbox and 2-speed differential assembly, fifth wheel coupling fitted; this unit is in very good condition.

COMMER 1957 7-ton TS3 tipper, fitted with Edbro twin-ring gear, wooden body 14 ft. 6 in. long with 4-ft. 6-in. fixed sides.

MAYFAIR GARAGE (TAMWORTH), LTD., Colesthorpe M. Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. 814-30

1953 COMMER Q4, P6, 15-ft. 6-in. platform body, good condition throughout.

1950 COMMER Q4, P6, fitted with 650-cu.-ft. van body, roller-shutter rear door (4 ft.), choice of two. Price, £300. Choice of trailers must be clearly arranged.

1954 COMMER 3-ton long-wheelbase truck with tilt.

1954 BEDFORD-SCAMMELL 10-ton diesel artic unit, 2-ft. 2-in. trailer.

1953 BEDFORD 5-ton long-wheelbase drop-side truck, a model.

1952 BEDFORD 5-ton short-wheelbase drop-side truck, synchronised box.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 814-227

1954 COMMER QX 7-ton tipper, 9-ft. 7-in. wheelbase, chrome, horn, petrol engine, deep side loader, 900 lb. gross weight, four seats, four doors, owner-driver, £350. E. H. Pickford and Co., Ltd., 39 Duffield Rd., Derby. Phone, Derby 47007-8. 814-xA8042

1956 June, COMMER express delivery van, in green, one owner, £340.

PHOENIX MOTOR CO. (SURREY), LTD., Phoenix House, High St., Sutton, Surrey. Phone, Vigilant 0161. 814-251

1957 COMMER TS3 long-wheelbase front and rear half-loading board with tilt sheet easily converted to platform, fitted overdrive, heater, good tyres, first-class clean vehicle, £895. P. and E. Finney, Ltd., 82-86 Bolton St., Bury 3208. 814-351

1957 COMMER TS3 long-wheelbase front and rear half-loading board with tilt sheet easily converted to platform, fitted overdrive, heater, good tyres, first-class clean vehicle, £895. P. and E. Finney, Ltd., 82-86 Bolton St., Bury 3208. 814-351

1957 COMMER 7-ton forward control, 18-ft. 6-in. platform body, fitted 825 by 20 tyres (new), excellent condition.

WALKERS FILLING STATION, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 814-423

Commer Wanted

COMMERS wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Rennetts Wood Rd., Eltham, S.E.9. Eltham 8253. 814-927

DENNIS

DENNIS Max 8-ton diesel trucks, unregistered ex-M.O.S. excellent condition, spare wheel, batteries, etc. £420 each.

L. W. VASS, LTD., Ampthill, Bedford. Amphil 3255. 814-697

DODGE

COVENTRY AND JEFFS, LTD.

COMMERCIAL VEHICLE SPECIALISTS.

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TIPPERS.

DODGE 1954 144AR6 tipper, good vehicle, tyres reasonable, £750.

DODGE 1956 tipper, 103AP6 model, ready for work.

DODGE 1955 tipper, 103AP6 model, well tyred, £625.

DODGE 1954 103AP6 tipper, fair condition, £495.

DODGE 1952 103AP6 tipper, 8.25 x 20 fronts, 9,000 lb. by 20 rear, good condition, £325.

LONG-WHEELBASE trucks.

DODGE 1959 106P6 truck, 16-ft., good condition, £725.

DODGE 1954 diesel lorry, 16-ft. body, clean vehicle,

reasonably well tyred, £395.

ATKINSON. DODGE. SEDDON. FORD.

24-HOUR SERVICE.

MILL LANE.

BEDMINSTER, BRISTOL, 3.

Phone 6-4661. 814-82

1951 DODGE 105, petrol, strong platform body, ready for work, good tyres, in exceptional condition, £300. Cottier and Edwards, Ltd., Nottingham. 814-95

1957 DODGE 146BR6, 7-ton long-wheelbase 19-ft. 2-speed drop-side body, R6 engine, 18,500, heavy-duty front axle, shock absorbers, helper springs, all chrome fitting, etc., all wood panelled, one owner-driver, in perfect condition throughout, £1,100.

GEO. H. KENDRICK, LTD., Carters Green, West Bromwich. Phone 0778. 814-118

1952 And 1954 DODGE 106 AP6, Eaton 2-speed truck, 13,500, being dismantled, long-wheelbase tipping body and all spares available. Highfield Garage, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 814-265

June 5, 1959—THE COMMERCIAL MOTOR 67
(Supplement)

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS,

FERRARI'S OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 814-376

1951 DODGE long-wheelbase tipper, Perkins R6 Garage, Rectory Rd., Rushden. Phone 3211. 814-132

1956 DODGE Model 105 P6 diesel long-wheelbase platform body, in excellent condition, £750.

DODGE Model 146 AR6 diesel long-wheelbase platform truck, £825.

DODGE Model 101C long-wheelbase truck, Perkins P6

COOMBS COMMERCIAL (GUILDFORD), LTD.,

Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

814-198

1957 DODGE 7-ton diesel long-wheelbase drop-side

maintained, £650.

1952 DODGE-SCAMMELL, a diesel artic. unit, 2-speed

axle, choice of Scammell trailers if required.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 814-213

1956 DODGE 105 P6 5-ton tipper, short-wheelbase, front wheel drive, 2-speed axle, 5-speed gearbox, good tyres all round, new steel-lined front owner-driver, £650. E. H. Pickford and Co., Ltd., 39 Duffield Rd., Derby. Phone, Derby 47007-8. 814-xB8042

DODGE, 1958, 7-ton Comet engine, power steering, 19-ft. 6-in. drop-side body, 1000 by 20 tyres, 22,000 miles only.

WARWICK MOTORS, Copeland St., Stoke-on-Trent. 814-324

Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write. CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

G.R.E. 2033-4.

814-344

WANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 814-686

E.R.F.

1949 E.R.F. 8-wheeler, 24-ft. flat, GLW Gardner engine, in good condition throughout.

GEO. H. KENDRICK, LTD., Carters Green, West Bromwich 0788. 814-116

1948 E.R.F. tractor, 22-ft. flat trailer, SLW, 5-speed

box, very clean, £475.

HIGHFIELD GARAGE, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 814-264

E.R.F. 8-wheeler, 24-ft. drop-side body, in very good order throughout. Barton Motors (Preston), Ltd., Preston. Phone, Preston 4664 (10 lines). 814-284

TWO 1950 E.R.F. 6-wheeler, double drive, 22-ft. 6-in. platform bodies, GLW Gardner engines, 5-speed gearbox. Brown gearbox, air brakes completely rebuilt 1958, both vehicles in first-class condition and from well-known brewery; also with same are 4-wheel 8-ton trailers (Taskers), purchased new, about two years old, 4-wheel axles, 2000 lb. load, all road ready to go straight to work. T. Bone, Thobey Lane, Mountnessing, Essex. Phone, Ingateside 419 (any time). 814-xB8043

E.R.F. Twin Steer, SLW Gardner, ready for work. Francis Spencer, Ltd., The Crossing, Stockport Rd., Altringham. Phone 4664. 814-349

FODEN

FODEN 7-ton, first registered June, 1950, G4 engine, 20-ft. platform body on 36 by 8 tyres; this vehicle was completely rebuilt in September, 1957, to the extent of £1,200, must be seen to be appreciated, all tyres are in excellent condition, spare unused, price £875.

VALLEY ROAD GARAGE, Valley Rd., Basford, Nottingham. 814-233.

814-96

BOUNDARY GARAGE, Orpington.

1957 FODEN 8-cu.-yd. short-wheelbase tipper, Gardner 4LW, 12-speed gearbox, mileage 17,000, price £1,850.

BOUNDARY GARAGE, Sevenoaks Rd., Orpington 26485, Kent.

814-404

1952 FODEN FG model 8-wheeler, GLW engine, triple drive, clean and in good order, any

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 814-224

1945 FODEN 8-wheeler, GLW booster box, 40 by 8 tyres, really nice condition, £525. Edgware 2572. 814-432

FORD THAMES AND FORDSON

1956 FORD 4D 4-ton drop-side lorry, good condition, £350 o.n.o. R. E. Egan, Ltd., West Thurrock. Purfleet 5373. 814-xB849

1955 ET7 Perkins diesel engine, choice of five tipping lorries and two tankers. Phone, Colmbe Brook 2741.

814-10

439

Used Goods Vehicles (contd.)

FRANK G. GATES, LTD.

MAIN FORD DEALERS.
GATES CORNER, E.18.
Wan 6633.

1955 FORD 4D 2-ton van, £395.

1958 THAMES 4D 3-ton truck, ex-demonstrator, £675.

1958 FORD 6-cylinder diesel artic. and trailer, very low mileage, exceptional condition, £1,395.

1958 THAMES 15-cwt. van, works painted, choice of two from £425.

814-31

FORD 1953 Thames 3-ton drop-sided lorry, fitted with drop-sides, very good clean condition. **MAYFAIR GARAGE (TAMWORTH) LTD.**, Colehill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7.

1959 Thames Trader 6D, 5-ton Anthony hoist drop-side metal body tipper, used demonstrations only, bargain, £950. Another, little used, shop soiled, £1,050. Highway Motors (St. Albans), Ltd., 220 London Rd., St. Albans, Herts. St. Albans 56919. 814-74

1956 FORD 10 3-ton boxvan, 4D, excellent condition, one owner. **HUNTER VEHICLES, LTD.**, 290 Southbury Rd., Enfield. Phone, Howard 4184. 814-142

1958 FORD THAMES 3,780 miles only, 30-cwt. 2-ton drop-side truck, 4-cylinder petrol engine, hand-operated tipping gear, front gantry, flashing indicators, painted in cream, excellent condition, one owner, £1,625.

1956 FORD THAMES 2-ton 4D diesel van, recently repainted in green, with passenger seat, nominal mileage, good order, £450. **MOTORS LTD.**, Central Garage, High St., R.P., Redhill, Surrey. Phone, Redhill 3932-4-5. 814-139

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADE 41-seater Double luxury coach, for early delivery, choice of colour and interior, 6-cylinder diesel, £3,770.

DAIR 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,145.

TRADE 4D diesel 4-ton lowframe chassis, fitted with 1,250-cu.-ft. body, as above, for early delivery, £1,170.

TRADE 6D diesel, 7-ton 6-yd. Anthony drop-side tipper, 2-ton chassis, for early delivery, £1,461.

TRADE 7-ton upper, 6-cu.-yd. Anthony gear, 28,000 miles, £925.

HIRE-PURCHASE deposit now from 10%.

ALL Thame models in stock for early delivery, any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-8. 814-315

WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

1949 FORD 10-cwt. van, coach-built body, approximately 150 cu. ft., one owner, £45. 814-361

G.T.C. (COMMERCIALS), LTD.

1955 FORD 4D diesel 4-ton long-wheelbase drop-side truck, ex C licence operator.

FORD E17 Perkins P6 diesel 5-ton long-wheelbase truck, very clean.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 814-440

1950 FORD P6 diesel 5-yd. drop-side tipper, £250.

1952 FORD P6 diesel Sussex 6-wheeler, £195.

1952 FORD P4 diesel 2-ton van, £275.

1952 FORD 4D diesel long-wheelbase truck, in extremely nice order, very good tyres, £295.

1953 FORD 4D diesel 2-ton van, £325.

EDGWARE 2572. 814-433

CAPITAL MOTOR CO., LTD.

1955 THAMES 10-cwt. truck, in nice order, £185.

1953 FORDSON 5-cwt. van, good clean condition, £145.

REMINGTON ST., City Rd., N.I. (Near Angel.) Clerkenwell, 7456. 814-307

EAST GREENWICH GARAGE, LTD.

1955 5-ton FORD 4D heavy-duty equipment truck, good condition, low mileage, £450.

TRAFALGAR RD., Greenwich, S.E.10. Gre 4776-7. 814-256

1956, September, Thames diesel 30-cwt. excellent all-round condition, £575. Liv 2569. 814-xB606

1956 FORD Thames 5-ton short-wheelbase tipper, P6 engine, in very good condition, choice of two, £550 each. Cardale Garage, 269 Carlton Rd., Nottingham. 8203-40. 814-xB606

814-40

Used Goods Vehicles (contd.)

1958 THAMES 15-cwt. van, plain cream, taxed, one owner, 14,000 miles, excellent condition, £460. Orpington 24294. 814-137

Ford Thames and Fordson Wanted

WANTED, FORD 4D, low mileage, 1954 and onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271.

WANTED, FORDS 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 814-343

JEN-TUG

ONE JEN-TUG, little used, with three trailers, £200.

APPLY Sworder (Motors), London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 814-326

LAND ROVER

1954 LAND ROVER, very good condition, £365.

1956 LAND ROVER, long wheelbase, 17,000 miles, £475.

1959 LAND ROVER, long wheelbase, diesel, 7,000 miles only, many extras, £700.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 814-197

LEYLAND

LLEYLAND 1948 6-wheel tipper, rebuilt with latest-type 6-cyl. Leyland engine, 19-ft. 6-in. with 4-ft. fixed sides, twin-axle drop-side tipper, £600.

MAYFAIR GARAGE (TAMWORTH) LTD., Colehill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. 814-32

LLEYLAND Comet 90, flat platform, long-wheelbase truck, first registered January, 1952, unladen weight 4 tons 4 cwt. 2 qr. 0 lb., in first-class condition throughout, £975. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667. 814-79

SPECIAL OFFER.

JEFFREYS COMMERCIAL MOTORS (SWANSEA), LTD.

TWO ONLY

LEYLAND COMET 90

COMPLETELY REBUILT CHASSIS.

FITTED WITH NEW CABS, NEW TIPPING BODIES, GUARANTEED.

NEATH ROAD.

SWANSEA.

814-150

1954 LEYLAND 8-wheeler, 600 engine, D.D., 24-ft. drop-side body, very clean and in excellent order, one owner, C licence needed, £600.

ALSO several other 1950-2 LEYLAND 4-, 6- and 8-wheelers in stock at very reasonable prices.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 814-216

Leyland Wanted

LLEYLAND Octopus required at once. Ravenhurst Garage, Harborne, Birmingham. Harborne 4085. 814-115

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Amphiell, Bedford. Amphiell 3255. 814-33

MAUDSLAY 1948 Twin Steer, fitted with A.E.C. 7.7 M engine, 3-speed overdrive gearbox, 20-ft. platform body, and general condition good, £950.

MAYFAIR GARAGE (TAMWORTH) LTD., Colehill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. 814-33

1950 MAUDSLAY 12-ton twin-steer, A.E.C. 7.7 engine, 20-ft. drop-sided body, good condition throughout, £495.

GEO. H. KENDRICK, LTD., Carters Green, West Bromwich. Phone, 0778. 814-117

1949 MAUDSLAY 4-wheeler with 5LW Gardner engine, 20-ft. body, in very good running order, any trial, £300. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 814-217

1948 MAUDSLAY 8-ton twin-ram tipper, 7.7, completely rebuilt, £425. 3 Woodlane Drive, Princess Park, Shevington, Wigan. Phone, Appleby Bridge 409. 814-277

1949 MAUDSLAY 8-ton twin-ram tipper, 7.7, completely rebuilt, £425. 3 Woodlane Drive, Princess Park, Shevington, Wigan. Phone, Appleby Bridge 409. 814-277

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BRAND-NEW 7-ton long-wheelbase chassis of quality construction, special, ideal for many different needs, mainly hand built.

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1956 MORRIS 30-cwt. diesel van, 23,000 miles, standard van with roller shutter rear, £425.

1955 5-ton diesel long-wheelbase normal-control tipper, 8.00 by 20, £550.

1953 GUY Otter 6-ton drop-side alloy body, Homalloy alloy cab, Gardner 4LK engine, Eaton 2-speed axle, excellent condition, £475.

1948 GUY Otter 16-ft. platform truck, all good

Michelin tyres, 18,000 miles since replacement Gardner 4LK, fitted £350.

1956 BEDFORD CV van, unlettered, 30,000 miles, £275.

1956 BEDFORD CV milk float, 29,000 miles, £275. (painted cream).

1954 BEDFORD CV van, unlettered, 34,000 miles, £230.

CROSSROADS COMMERCIALS, LTD.

1950 (Four) LEYLAND Beaver drop-side trucks, one C-licensed owner, very good condition.

1948 LEYLAND Octopus, double drive, O600 engine.

1948 LEYLAND Hippo double-drive tipper, O600 engine.

1947 A.E.C. Matador chassis and cab, choice of two.

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1948 ATKINSON 8-wheeler, double-drive axle, 24-ft. drop-sided body, 40 by 8 tyres, in very good condition.

A.E.C. Mercury, 21-ft. alloy platform body, 9.00 by 20 tyres, in first-class condition.

BEDFORD 7-ton medium-wheelbase end tipper, Bedford diesel engine, 9.00 by 20 tyres, in first-class condition.

BEDFORD QL 4 by 4, ex-M.O.S., steel bodies, choice of several.

BEDFORD 4 by 4 900-gal. tankers, ex-M.O.S., choice of several.

1948 DENNIS Max. 18-ft. drop-sided body, ex-C-licence user, 9.00 by 20 tyres, in very good condition.

1957 E.R.F. 8-wheeler, 24-ft. drop-sided body, 9.00 by 20 tyres, Rolls-Royce 4-cylinder engine, in good condition.

1957 BEDFORD 6-wheeler, 22-ft. platform body, Leyland Comet engine, 9.00 by 20 tyres, in excellent condition.

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OFFERS FOR IMMEDIATE DELIVERY:—

NEW A.E.C. 8-wheeler, 9.6, double-drive, 18-ft. 9½-in. wheelbase.

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NEW LEYLAND Super Comets, 21-ft. 6-in. bodies.

NEW bodies

NEW ALBION Clydesdale to take 22-ft. and 24-ft.

NEW and rack stabilizer, 6-speed box.

NEW ALBION Chieftains, fitted roller springs, 9.00 by 20 tyres, 6-speed box.

NEW FODEN 8-wheeler.

NEW E.R.F. 8-wheeler.

NEW E.R.F. 4.4 (G).

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SECOND-HAND VEHICLES.**USED 8-WHEELERS.**

1955 LEYLAND 24-ft. flats, 40 by 8 tyres, first-class condition, choice of four.

1952 FODEN 2-stroke 8-wheeler.

1950 SCAMMELL 8-wheeler.

1949 MAUDSLAY 6LW 8-wheeler.

1949 MAUDSLAY 8-wheeler, 24-ft. alloy body, one private owner.

1946 ATKINSON 8-wheeler.

USED TIPPERS.

1955 LEYLAND, fitted new Milshaw gear with rack and pinion, new 22-ft. 6-in. wood body, 8-wheeler.

1955 ALBION, fitted with new rear and new alloy body.

1954 LEYLAND 8-wheeler, fitted with Pilot gear and alloy body.

1954 SEDDON medium-wheelbase tipper.

1946 E.R.F. medium-wheelbase tippers, choice of two.

1946 FODEN 8-wheel tippers with 17-ft. 6-in. body.

1940 FODEN tippers, fitted with 4LK engines, choice of two, £150 each.

USED 4-WHEELERS.

1955 LEYLAND Twin Steers, 600 engine, in first-class condition, choice of two.

1954 A.E.C. Majestic 9.6 Twin Steer.

1952 SENTINEL direct-injection double-drive 6-wheelers.

1952 E.R.F. Twin Steer, SLW, first-class condition throughout.

1951 LEYLAND 6-wheeler, double drive.

1948 MAUDSLAY Twin Steer, choice of two.

USED 4-WHEELERS.

1955 A.E.C. Mercury Mark I 21-ft. flat.

1955 LEYLAND Comet, 20-ft. drop-side body.

1955 B.M.C. 4-wheeler.

1953 ALBION HD 21-ft. flat platform.

1952 ALBION Chieftain, choice of two.

1952 LEYLAND Comet 90, choice of two.

1951 ALBION HD, 21-ft. flat platform.

1951 THE ABOVE MACHINES ARE IN FIRST-CLASS CONDITION AND SUBJECT TO ANY TRIAL.

100**CHEAP SECOND-HAND VEHICLES IN STOCK.**

SPARES FOR ALL TYPES OF COMMERCIAL VEHICLES.

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1954 MORRIS diesel 5-ton long-wheelbase, overdrive, £375.

1953 MORRIS Cowley pick-up truck, as new, £475.

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1947 MAUDSLAY Mosal Mk. II long-wheelbase drop-side truck, £275.

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1955 TERMS, EXCHANGES ARRANGED.

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1951 BEDFORD 5-ton drop-sider, £175.

1956 AUSTIN A40 van, very good condition, £315.

1953 BEDFORD 5-ton tipper, petrol, £300.

1956 BEDFORD 10-12-cwt. van, £250.

1952 COMMER 25-cwt. van, £140.

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OLYMPIA, CHESTER ROAD.

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1952, February, AUSTIN 15-cwt. van, coachbuilt body, padded interior, good tyres, good condition, exceptional vehicle, £145.

1957, October, KARRIER Bantam mobile Smith's butcher's shop, all extras, 10,000 miles only, finished in blue and cream, excellent condition, £1,000.

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1957 COMMER express delivery van, petrol, blue, £340.

LATE 1958 COMMER 5-ton platform truck, diesel, blue, low mileage, £1,075.

1957 COMMER 7-ton platform truck, diesel, green, £1,095.

1958 COMMER express delivery van, petrol, grey, £375.

1951 AUSTIN A70 Countryman, petrol, beige, £255.

1951 COMMER 7-ton QX tipper, petrol, black and white, £110.

1954 COMMER 8-cwt. pick-up, petrol, lawn, £225.

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1947 DODGE Luton van, blue-grey, good body and good running order, £99.

1954 FORDSON utility van, blue, very good condition, bench seats, mechanically sound, £230.

1954 COMMER Q4 diesel truck, green, good condition, £275.

1951 AUSTIN A70 Pick-up, yellow, heater, good condition, £245.

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1954 COMMER 7-ton, petrol, forward-control long-wheelbase alloy platform, £495.

1956 DENNIS 7-ton diesel platform, £650.

1949 VULCAN diesel 6-ton truck with tilt, £250.

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1956 4D long-wheelbase tipper.

1954 BEDFORD long-wheelbase 5-ton tipper (petrol).

1957 COMMEK 7-ton medium-wheelbase diesel tipper.

1953 COMMER (petrol) 5-ton van.

1952 LEYLAND Comet normal-control drop-side.

1952 BEDFORD-SCAMMELL, fitted with Comet diesel engine.

1953 LEYLAND Comet normal-control platform.

1951 VULCAN PD drop-sider.

1955 STANDARD Vanguard van.

1950 BEDFORD 30-cwt. 3-way van.

1946 THORNYCROFT Sturdy (diesel) drop-sider.

1945 BEDFORD 5-ton (petrol) drop-sider.

ALL the above in good condition, painted to choice, at reasonable prices.

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TWO 1955 A.E.C. single-drive 8-wheel tippers, 9.6-litre engines, Pilot U7 underbody tipping gears, 21-ft. wooden bodies on 9.00 by 20 tyres; can be inspected working.

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THREE 1950 FODENS, fitted with 6LW Gardner engines, 24-ft. alloy bodies on 9.00 by 20 tyres, condition immaculate.

SEVEN 1951 A.E.C., Leyland and Foden 8-wheel tippers, all fitted with 21-ft. wooden bodies, Pilot working gears, on 9.00 by 20 tyres; these vehicles are working daily and can be inspected by appointment.

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TOP PRICE PAID FOR YOUR VEHICLE IN PART EXCHANGE. LATEST LOW H.P. TERMS. OPEN SUNDAY MORNING.

LONG WHEELBASE. DIESEL.

- 1959 COMMER 6-ton drop-sider, demonstrator, for-well control, latest cab, £590.
- 1956 DODGE, heavy 8-ton, R6, 18-ft. platform, £765.
- 1956 BEDFORD 4D, 16-ft. drop-sider, £450.
- 1955 BEDFORD 7-ton drop-sider, modified R6, one C owner, £495.
- 1955 FORD 4D 19-ft. low-loader with winch, £485.
- 1953 DENNIS Centaur, 20-ft. low platform, one C owner, £495.
- 1947 JENSEN, alloy 23-ft. platform, £295.
- 1954 SEDDON Mk. 5, 7-ton flat, £465.
- 1955 DENNIS Stork, underfloor 14-ft. drop-sider, £275.
- 1948 MAUDSLAY 7.7, 20-ft. platform, clean, £250.
- 1948 A.E.C. 7.7, Duramin cab and body, £475.

ARTICULATED AND TRAILERS.

- 1953 SEDDON, Carrimore 20-ft. drop-sider, £650.
- 1951 COMMER QX, Tasker 23-ft. drop-sider, Eaton axle, £365.
- 20'-FT. B.T.C. 4-in.-line trailer, £100.
- 1955 DYSON 4-wheel trailer, 2,000 miles, £325.
- E-X.R.A.F. Eagle low 16-ft. trailer, £150.

LONG WHEELBASE. PETROL.

- 1954 COMMER QX, 18-ft. platform, £225 and £250.
- Ditto, 16-ft., £100.
- 1950 COMMER Q4, 16-ft. 6-in. drop-sider, one C £250.
- 1954 COMMER Q2, 12-ft. drop-sider, o.h.v. engine and heater, £100.
- 1949 BEDFORD 5-ton drop-sider, £125.

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- 1954 COMMER Q3, 3-ton, 1,000 cu. ft., heater, ex large local furnisher, bargain, £325.

TIPPERS.

- 1956 FORD 4D, 5-yard, £445.
- 1955 FORD ET7 long-wheelbase, Telehoist drop-sider with extension sides for grain or coal, taxed, £465.
- 1950 DENNIS Pax, twin Telehoist, 16-ft. 9-yard drop-sider, £125.
- 1959 G.M.C. American chassis-cab, power steering, petrol, 3,000 miles only, make ideal site work heavy tipper, ex export, £550.
- 1949 BEDFORD 6-ton long-wheelbase, 9-yard alloy, £275.
- 1948 DODGE 5-yard, sound, £50.

VANS.

- 1958 COMMER 15-cwt. diesel van, £425.
- 1954 FORD Cost Cutter, standard 2-ton van, £225.
- 1953 BEDFORD Dormobile, £265.

WANTED.

- DAVID BROWN gearbox, 045, 5-speed for 4LW Gardner.

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- 1949 GUY Vixen long-wheelbase furniture van.
- 1947 LYLAND 121B platform vehicle, 7.4 engine.
- 1947 BEDFORD 2-ton Luton van, choice of two.
- 1952 ATKINSON 6-wheeler, double-drive 6LW engine, 5-speed box.
- 1940 COMMER Commando 30-seater coach, petrol engine, good condition.
- 1948 E.R.F. 4-wheeler, 5LW engine, long-wheelbase 6,000 lb. m.
- 1946 THORNYCROFT TR6 tractor and trailer, 22 ft. 6 in.
- 1951 KARRIER Bantam short-wheelbase tipper, hydraulic brakes.
- 1950 Brush electric truck, with Legg charger.
- 1940 E.R.F. 6-wheeler, 6LW engine, long-wheelbase platform.
- 1950 GUY Otter, 18-ft. 6-in. platform, 4LW engine, £100.
- FORDSON diesel Bray hydraulic shovel.

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A MODERN USED VEHICLE WILL SAVE YOU MONEY.

- 1958 BEDFORD, 300 engine, 5-ton chassis and cab, BEDFORD 5-ton chassis and chassis, A type, 300 engine, new condition, £775.
- 1957 BEDFORD 5-ton drop-side truck, Perkins P6 engine, very good, only needs seeing, £695.
- 1957, October, LEYLAND Comet long-wheelbase drop-side tipper, equal to new, £1,625.
- 1956 ALBION Claymore boxvan, very clean, good tyres, £725.
- 1956 October, FORD P6 tipper, short-wheelbase wooden body, £485.
- 1956 COMMER TS3 18-ft. 6-in. flat, 900 by 20 tyres, £845.
- 1956 November, 7-ton DODGE, R6 engine, 5-speed gearbox, Eaton 2-speed axle, 900 by 20 tyres, 18-ft. 6-in. body, £750.
- 1956 AUSTIN short-wheelbase tipper, Homalloy, B.M.C. diesel, mechanically perfect, choice of two, £650.
- 1956 BEDFORD long-wheelbase flat, R6 engine, very good condition, £755.
- 1956 BEDFORD 4D, completely reconditioned, with new Luton body, approximately 1,000 cu. ft., choice of two, £850.
- 1956 FORD 4D diesel Luton, £500.

- 1955 3-ton BEDFORD Balco extended chassis, boxvan, 18 ft. 6 in. long, good condition throughout, £695.
- 1955 November, BEDFORD long-wheelbase petrol double-ram tipper, new body, £485.
- 1955 M.W.B. ALBION tipper, wooden drop-side, £725.
- 1955 December, AUSTIN A40 gowvan, £395.

- 1955 AUSTIN B.M.C. long-wheelbase flat, excellent condition throughout, £545.
- 1955 BEDFORD Luton (petrol), 850 cu. capacity, £435.

- 1955 Travelling shop on COMMER extended chassis, new fixtures, counters, etc., £495.
- 1954 February, 27-ft. 2-ton van, good condition all round, £725.
- 1954 October, BEDFORD Luton van, P6 engine, £815.

- 1954 LEYLAND Comet, full front, 18-ft. 6-in. body, best in class condition, £1,175.
- 1953 BEDFORD A-type diesel artic., with 23-ft. trailer Scammell coupling, very good throughout, £650.

- 1953 November, short-wheelbase petrol tipper, BEDFORD A-type, wooden body, £325.
- 1952 AUSTIN 3-way loader, very clean machine, £85.

- 1950-51 MORRIS diesel Luton vans, choice of three, 1,400 cu. ft., Bonacal aluminium bodies, under 2 tons unladen, mechanically perfect, £275.
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- 1949 VULCAN Perkins P6 double-ram tipper, £125.
- 1949 Semi-Luton van, £60.

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- LET US QUOTE FOR A BODY (ALL TYPES) BUILT TO YOUR OWN SPECIFICATION.

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- ATKINSON 6LX chassis-cab, double-drive, 8-wheeled gearbox, long-wheelbase platform.

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- 1948 AUSTIN lorry, petrol, platform body, only £100.

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- 1956 DODGE 7-ton diesel 17-ft. drop-sided lorry, ex "C" licence operator, first-class condition.

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- 1949 ATKINSON 6-ton 4-cylinder Gardner 16-ft. drop-side body.

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OFFER the following at knock-out prices. All vehicles must be sold as valuable spares if required.

£650. 1956 (July) AUSTIN B.M.C. diesel 5-ton long-drop-side body, in excellent condition, one owner from new.

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£725. 1955 (June) DODGE 7-ton long-wheelbase platform lorry, diesel, 18-ft. 6-in. body in immaculate condition.

£675. 1955 (July) DODGE 5-ton long-wheelbase tipper, double-drop-side body, diesel engine, single from end tipping gear, low mileage and in exceptional condition.

£650. 1955 (July) OTTER long-wheelbase diesel platform truck, Gardner 7.7 diesel engine, Homalloy body, an extensive mechanical overhaul has been carried out on this vehicle in our workshops and this vehicle is now in 100% mechanical condition.

£325. 1955 medium-wheelbase tipper, front and Pilot tipping gear. Perkins P6 engine, 12 months in installation, one owner from new.

£625. 1955 DODGE 7-ton long-wheelbase drop-side truck, with coal extensions, 2-speed rear axle, in exceptional condition.

OPEN for offers.

1951. August, DODGE long-wheelbase tipper, drop-side body, diesel engine, twin-ram front end gear, has received extensive overhaul in our workshops.

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1950. January, COMMER QX long-wheelbase petrol tipper, twin-ram Pilot underfloor tipping gear in fair condition.

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1952. MORRIS 5-ton forward-control diesel truck, £90.

1949. BEDFORD 2-3-ton truck, £80.

A T 63 Bridge St., Peterborough. Phone, Peterborough 44641. AUSTIN 450 van, green, seat and heater, good tyres, £485.

1958. BEDFORD 12cwt. van, beige, heater, screen washers, driver's partition, good tyres, £300.

1955. AUSTIN 25-cwt. 3-way van, good condition, £140.

A T 120 Goldington Rd., Bedford. Phone, Bedford 68386.

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ALL VEHICLES LESS THAN FIVE YEARS OLD ARE COVERED BY OUR USED GOODS VEHICLES WARRANTY.

1958. FORD 7-ton Trader, fitted with bulk cement tipping body.

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1956. AUSTIN 5-ton normal-control 14-ft. 3-in. timber flat, 8.25 by 20 tyres.

1955. ALBION Reiver, 21-ft. 4-in. alloy platform body.

1952. VULCAN 6 articulated.

1955. MORRIS-COMMERCIAL 5-cu.-yd. tipper.

1956. LEYLAND 8-wheeler, trailing axle, 23-ft. drop-side body, alloy underframe, good tyres, unladen weight 7 tons 10 cwt., £1,950.

1956. December, COMMER TS3 articulated with 20-ft. timber platform trailer.

1956. BEDFORD 5-ton petrol short-wheelbase tipper.

1957. LEYLAND Comet, 18-ft. timber flat, forward control.

1957. DECEMBER, COMMER TS3 tractor with 17-ft. 6-in. by 7-ft. 6-in. by 3 ft. 6-in. fixed-sided tipping trailer, steel body.

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Used Goods Vehicles (contd.)

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DISTRIBUTORS FOR A T KINSON VEHICLES.

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ATKINSON L1586 (Gardner 6LW) 15-16-ton 8-wheel double-drive 24-ft. platform, 40 by 8.
1955 LEYLAND Twin Steer (9.8-litre) 6-wheel Misshap twin-axle alloy tippers, 20-ft. body.
1955 LEYLAND Comet 9-ton 7-ton 4-wheel 18-ft. drop-sider, 9.00 by 20.
1955 BEDFORD A-type (Perkins P6) diesel 4-wheel tractor, S.A.E., fifth-wheel coupler.
ALBION HD57L 9.6-litre 8-wheeler, Northern 40 by 8, October 1959.
1954 BEDFORD A-type (Perkins R6 diesel) 7-ton 4-wheel 15-ft. Misshap alloy tippers.
1953 E.R.F. 5G-4 (Gardner 5LW) 78-ton 4-wheeler 18-ft. platform, 9.00 by 20, choice of two.
1953 50-LB. ALBION HD57L 9.6-litre 8-wheel 25-ft. platform, choice of two, 9.00 by 20.
1951 FODEN FG615 (Gardner 6LW) 15-ton 8-wheel, exceptional condition throughout.

YORK TRAILER DISTRIBUTORS.

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1949 LEYLAND 75 drop-side truck, £475.
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1957 TS3 7-ton COMMER, 18-ft. container, 66,000 miles, very clean, £1,500.
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NEW CATTLE TRUCKS ALWAYS IN STOCK.

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1957 B.M.C. long-wheelbase drop-sider tippers, one owner, fitted service engine, £1,000.
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1956 A-10 pick-up, good condition.

1954 THORNYCROFT Trident drop-sider, one owner.

1954 BEDFORD tractor, P6, Scammell coupling.

1954 THORNYCROFT 8-wheeler double drop-sider.

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1956 Thames 4D long-wheelbase diesel truck, heavy duty, 700 by 20 tyres, 40,000 miles only, first class condition throughout, well maintained by one company, full Foden guarantee, chassis no. 100076.
1954 4-long-wheelbase P6 diesel BEDFORD truck, one owner, good condition throughout, £475.

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AREA DEALERS FOR DODGE AND BEDFORD OFFER FOR IMMEDIATE DELIVERY.—

NEW E.R.F. D.D. 8-wheel 21-ft. alloy hydraulic tipper, latest-type Gardner engine, unladen weight 8 tons, FODEN 8-wheel D.D., fitted new 22-ft. alloy body, and tipping gear.

1946 DODGE 8-wheel D.D., fitted new 20-ft. drop-sided body and tipping gear.

1953 FODEN 8-wheel D.D., fitted 21-ft. Pilot body 53 and gear.

ANY of the above machines can be supplied with East S.A. licence.

1958 NEW DODGE 314SY Boys extension 6-wheel 18-ft. alloy hydraulic tipper, heavy axle.

1957 DODGE 7-ton long-wheelbase hydraulic tipper, P6 engine, very clean, choice of three.

1956 DODGE 7-ton short-wheelbase hydraulic tipper.

1955 DODGE 7-ton long-wheelbase tipper, R6 engine, 15-ft. alloy body.

1954 DODGE 6-ton flat, P6 engine, choice of two.

1953 DODGE 7-ton 18-ft. drop-sided truck.

1952 DODGE 6-ton long-wheelbase hydraulic tipper.

1955 ALBION Chieftain, fitted 16-ft. alloy body.

1951 ALBION Chieftain, 16-ft. flat.

1956 FORD D 12-ft. hydraulic tipper, high-sided, choice of two.

1950 E.R.F. long-wheelbase 16-ft. drop-sided truck.

1950 40-LB. FODEN 15-ft. alloy tippers.

1950 DENNIS Van short-wheelbase hydraulic tipper, new P6 engine, resprayed.

1954 SEDDON 14-ft. hydraulic tipper.

1954 BEDFORD A-type 600 cu.-ft. van, petrol engine.

1956 FORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.

1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body.

1952 BEDFORD 7-ton tractor, fitted low-loading trailer knock-out axle, petrol engine, good order.

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1948 FODEN 18-ft. flat, 4LW Gardner, very clean.

CHOICE of 50 other trucks from £50 upwards.

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AUSTIN Loadstar 1953 5-ton short-wheelbase diesel tipper, well tyred, repainted and ready for work.

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Diesel 3-ton long-wheelbase twin ram, back of cab tipper, very good order.

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1957 AUSTIN 40 pick-up truck, 9,000 miles, guaranteed, £445.

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1956 COMMER (Rootes diesel) 7-ton long-wheelbase drop-side truck, all good tyres, excellent condition, one owner.

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LEYLAND,

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ALL MODELS AT THE NEW REDUCED PRICES.
24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

LEYLAND Octopus, 20-ft. alloy body, U7 gear, upper 6-speed.

LEYLAND Comet forward-control 16-ft. 6-in. 18-ft. 6-in. 20-ft. 6-in. 22-ft. 6-in. 24-ft. 6-in. 26-ft. 6-in. 28-ft. 6-in. 30-ft. 6-in. 32-ft. 6-in. 34-ft. 6-in. 36-ft. 6-in. 38-ft. 6-in. 40-ft. 6-in. 42-ft. 6-in. 44-ft. 6-in. 46-ft. 6-in. 48-ft. 6-in. 50-ft. 6-in. 52-ft. 6-in. 54-ft. 6-in. 56-ft. 6-in. 58-ft. 6-in. 60-ft. 6-in. 62-ft. 6-in. 64-ft. 6-in. 66-ft. 6-in. 68-ft. 6-in. 70-ft. 6-in. 72-ft. 6-in. 74-ft. 6-in. 76-ft. 6-in. 78-ft. 6-in. 80-ft. 6-in. 82-ft. 6-in. 84-ft. 6-in. 86-ft. 6-in. 88-ft. 6-in. 90-ft. 6-in. 92-ft. 6-in. 94-ft. 6-in. 96-ft. 6-in. 98-ft. 6-in. 100-ft. 6-in. 102-ft. 6-in. 104-ft. 6-in. 106-ft. 6-in. 108-ft. 6-in. 110-ft. 6-in. 112-ft. 6-in. 114-ft. 6-in. 116-ft. 6-in. 118-ft. 6-in. 120-ft. 6-in. 122-ft. 6-in. 124-ft. 6-in. 126-ft. 6-in. 128-ft. 6-in. 130-ft. 6-in. 132-ft. 6-in. 134-ft. 6-in. 136-ft. 6-in. 138-ft. 6-in. 140-ft. 6-in. 142-ft. 6-in. 144-ft. 6-in. 146-ft. 6-in. 148-ft. 6-in. 150-ft. 6-in. 152-ft. 6-in. 154-ft. 6-in. 156-ft. 6-in. 158-ft. 6-in. 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586-ft. 6-in. 588-ft. 6-in. 590-ft. 6-in. 592-ft. 6-in. 594-ft. 6-in. 596-ft. 6-in. 598-ft. 6-in. 600-ft. 6-in. 602-ft. 6-in. 604-ft. 6-in. 606-ft. 6-in. 608-ft. 6-in. 610-ft. 6-in. 612-ft. 6-in. 614-ft. 6-in. 616-ft. 6-in. 618-ft. 6-in. 620-ft. 6-in. 622-ft. 6-in. 624-ft. 6-in. 626-ft. 6-in. 628-ft. 6-in. 630-ft. 6-in. 632-ft. 6-in. 634-ft. 6-in. 636-ft. 6-in. 638-ft. 6-in. 640-ft. 6-in. 642-ft. 6-in. 644-ft. 6-in. 646-ft. 6-in. 648-ft. 6-in. 650-ft. 6-in. 652-ft. 6-in. 654-ft. 6-in. 656-ft. 6-in. 658-ft. 6-in. 660-ft. 6-in. 662-ft. 6-in. 664-ft. 6-in. 666-ft. 6-in. 668-ft. 6-in. 670-ft. 6-in. 672-ft. 6-in. 674-ft. 6-in. 676-ft. 6-in. 678-ft. 6-in. 680-ft. 6-in. 682-ft. 6-in. 684-ft. 6-in. 686-ft. 6-in. 688-ft. 6-in. 690-ft. 6-in. 692-ft. 6-in. 694-ft. 6-in. 696-ft. 6-in. 698-ft. 6-in. 700-ft. 6-in. 702-ft. 6-in. 704-ft. 6-in. 706-ft. 6-in. 708-ft. 6-in. 710-ft. 6-in. 712-ft. 6-in. 714-ft. 6-in. 716-ft. 6-in. 718-ft. 6-in. 720-ft. 6-in. 722-ft. 6-in. 724-ft. 6-in. 726-ft. 6-in. 728-ft. 6-in. 730-ft. 6-in. 732-ft. 6-in. 734-ft. 6-in. 736-ft. 6-in. 738-ft. 6-in. 740-ft. 6-in. 742-ft. 6-in. 744-ft. 6-in. 746-ft. 6-in. 748-ft. 6-in. 750-ft. 6-in. 752-ft. 6-in. 754-ft. 6-in. 756-ft. 6-in. 758-ft. 6-in. 760-ft. 6-in. 762-ft. 6-in. 764-ft. 6-in. 766-ft. 6-in. 768-ft. 6-in. 770-ft. 6-in. 772-ft. 6-in. 774-ft. 6-in. 776-ft. 6-in. 778-ft. 6-in. 780-ft. 6-in. 782-ft. 6-in. 784-ft. 6-in. 786-ft. 6-in. 788-ft. 6-in. 790-ft. 6-in. 792-ft. 6-in. 794-ft. 6-in. 796-ft. 6-in. 798-ft. 6-in. 800-ft. 6-in. 802-ft. 6-in. 804-ft. 6-in. 806-ft. 6-in. 808-ft. 6-in. 810-ft. 6-in. 812-ft. 6-in. 814-ft. 6-in. 816-ft. 6-in. 818-ft. 6-in. 820-ft. 6-in. 822-ft. 6-in. 824-ft. 6-in. 826-ft. 6-in. 828-ft. 6-in. 830-ft. 6-in. 832-ft. 6-in. 834-ft. 6-in. 836-ft. 6-in. 838-ft. 6-in. 840-ft. 6-in. 842-ft. 6-in. 844-ft. 6-in. 846-ft. 6-in. 848-ft. 6-in. 850-ft. 6-in. 852-ft. 6-in. 854-ft. 6-in. 856-ft. 6-in. 858-ft. 6-in. 860-ft. 6-in. 862-ft. 6-in. 864-ft. 6-in. 866-ft. 6-in. 868-ft. 6-in. 870-ft. 6-in. 872-ft. 6-in. 874-ft. 6-in. 876-ft. 6-in. 878-ft. 6-in. 880-ft. 6-in. 882-ft. 6-in. 884-ft. 6-in. 886-ft. 6-in. 888-ft. 6-in. 890-ft. 6-in. 892-ft. 6-in. 894-ft. 6-in. 896-ft. 6-in. 898-ft. 6-in. 900-ft. 6-in. 902-ft. 6-in. 904-ft. 6-in. 906-ft. 6-in. 908-ft. 6-in. 910-ft. 6-in. 912-ft. 6-in. 914-ft. 6-in. 916-ft. 6-in. 918-ft. 6-in. 920-ft. 6-in. 922-ft. 6-in. 924-ft. 6-in. 926-ft. 6-in. 928-ft. 6-in. 930-ft. 6-in. 932-ft. 6-in. 934-ft. 6-in. 936-ft. 6-in. 938-ft. 6-in. 940-ft. 6-in. 942-ft. 6-in. 944-ft. 6-in. 946-ft. 6-in. 948-ft. 6-in. 950-ft. 6-in. 952-ft. 6-in. 954-ft. 6-in. 956-ft. 6-in. 958-ft. 6-in. 960-ft. 6-in. 962-ft. 6-in. 964-ft. 6-in. 966-ft. 6-in. 968-ft. 6-in. 970-ft. 6-in. 972-ft. 6-in. 974-ft. 6-in. 976-ft. 6-in. 978-ft. 6-in. 980-ft. 6-in. 982-ft. 6-in. 984-ft. 6-in. 986-ft. 6-in. 988-ft. 6-in. 990-ft. 6-in. 992-ft. 6-in. 994-ft. 6-in. 996-ft. 6-in. 998-ft. 6-in. 1000-ft. 6-in. 1002-ft. 6-in. 1004-ft. 6-in. 1006-ft. 6-in. 1008-ft. 6-in. 1010-ft. 6-in. 1012-ft. 6-in. 1014-ft. 6-in. 1016-ft. 6-in. 1018-ft. 6-in. 1020-ft. 6-in. 1022-ft. 6-in. 1024-ft. 6-in. 1026-ft. 6-in. 1028-ft. 6-in. 1030-ft. 6-in. 1032-ft. 6-in. 1034-ft. 6-in. 1036-ft. 6-in. 1038-ft. 6-in. 1040-ft. 6-in. 1042-ft. 6-in. 1044-ft. 6-in. 1046-ft. 6-in. 1048-ft. 6-in. 1050-ft. 6-in. 1052-ft. 6-in. 1054-ft. 6-in. 1056-ft. 6-in. 1058-ft. 6-in. 1060-ft. 6-in. 1062-ft. 6-in. 1064-ft. 6-in. 1066-ft. 6-in. 1068-ft. 6-in. 1070-ft. 6-in. 1072-ft. 6-in. 1074-ft. 6-in. 1076-ft. 6-in. 1078-ft. 6-in. 1080-ft. 6-in. 1082-ft. 6-in. 1084-ft. 6-in. 1086-ft. 6-in. 1088-ft. 6-in. 1090-ft. 6-in. 1092-ft. 6-in. 1094-ft. 6-in. 1096-ft. 6-in. 1098-ft. 6-in. 1100-ft. 6-in. 1102-ft. 6-in. 1104-ft. 6-in. 1106-ft. 6-in. 1108-ft. 6-in. 1

Used Goods Vehicles (contd.)

O'SWALD TILLOTSON, LTD.SUMMIT WORKS,
BURNLEY.
Phone 2201-4.PRESTON STREET, BRADFORD, 7.
Bradford 22377-8-9.
193 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

NEW A.E.C., B.M.C. vehicles, immediate delivery.

- 1957** GUY Warrior, 20-ft. alloy-framed body, 2-speed and immaculate; choice of two, £1,000.
1956 ALBION Reiver, Albion engine, double drive, 22-ft. 6-in. body, £1,000.
1956 LEYLAND Comet, timber body, long wheelbase, choice two.
1956 GUY Octopus 600, 24-ft. 6-in. body; choice of two.
1955 ALBION Reiver, Albion engine, double drive, 22-ft. 6-in. body.
1955 BEDFORD articulated display van, fitted generator, ventilation system, sink unit, refrigerator.
1955 COMMER tractor, Perkins P6 engine, 2-speed Scammell coupling, good condition.
1954 A.E.C. Mammoth Major 8-wheeler, good condition.
1954 FODEN 4-wheel, 16-ft. 6-in. timber body, 4LW Gardner engine, fine mechanically.
1953 SEDDON, 16-ft. timber body, P6 engine, sound condition.
1953 E.R.F., SLW Gardner engine, 18-ft. 6-in. flap, 36 by 8 tyres, good condition.
1953 LEYLAND Hippo, 22-ft. timber body, good condition.
1952 ALBION 8-wheeler, 24-ft. 6-in. timber body.
1952 ALBION, heavy-duty 20-ft. timber body, good condition.
1952 LEYLAND Comet 90, 2-speed axle; choice two.
1951 FODEN 8-wheeler, 6-cylinder 2-stroke engine, double drive, 40 by 8 tyres, 24-ft. 6-in. timber body.
1948 ALBION and E.R.F. 8-wheelers, 24-ft. 6-in. timber body, very reasonable prices.
LARGE selection pre-1949 4-wheelers, twin steer. 814-384

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LUTON vans and pantechnicons.

- 1956**, November, BEDFORD 5-ton diesel truck, C-licence operator, £1,095.
1955 BEDFORD A-type 4-ton Luton, 800-cu.-ft. Duramatic body, separate cab, used on light parcel work, in immaculate condition, £540.
1954 FORD 4D diesel pantechnicon, 1,200 cu.-ft., drop well, £650.
1953 BEDFORD 4-ton, Perkins P6, £1,230 cu.-ft., with drop well, £530.
1952 BEDFORD 4-ton pantechnicon, 1,200 cu.-ft. body, integral cab with drop well, under 3 tons, choice of two from £425.

TRUCKS.

- 1955** BEDFORD A-type 5-ton diesel drop sided truck, £75.
1954 BEDFORD 5-ton diesel truck, C-licence operator, in excellent order, £375.
1954 BEDFORD 6-ton P6 diesel long-wheelbase truck, in excellent condition, C-licence operator, £385.
1952 BEDFORD diesel 3-ton drop-side truck, £225.

TIPPERS.

- 1950** AUSTIN Loadstar long-wheelbase tipper, £150.
1956, October, FORD 4D diesel 5-yd. tipper, steel body, very good condition, £395.

UNITS.

- 1955** BEDFORD A-type 5-ton Scammell unit, petrol, in first-class condition, £385.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.**G.R.E. 2033-4.**

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GILBERT RICE, LTD.

HORSHAM, SUSSEX.

Phone 4331.

- 1955** FORD 5-ton long-wheelbase, Perkins P6, drop-side, 36 by 8 tyres, £465.
1951 DODGE 10-ton straight-frame platform articulated unit, new Perkins P6 fitted 45,000 miles, in first-class condition, £525.
1953 5-ton BEDFORD short-wheelbase tipper, £375.
1954 Thames 3-ton long-wheelbase 4D truck, first-class condition, £415.

BIRMINGHAM COMMERCIAL OFFER:-

- 1950** A.E.C. 8-wheeler, 9.6 engine.
1955 BEDFORD 7-ton long-wheelbase, special A. W. Midlands.
1956 COMMER TS3 Luton, 1,800 cubic capacity.
1955 DODGE 6-ton long-wheelbase, special A. West Midlands.
1942 E.R.F. 6-wheeler, special A. West Midlands.
1951 FODEN 6-wheeler, 6LW engine.
1956 FORD 4D Luton, 1,150 cubic capacity.
1955 DODGE 7-ton long-wheelbase, special A. Metropolitan.

TERMS AND EXCHANGES.

560 COVENTRY ROAD.BIRMINGHAM, 10.
Phone, Victoria 0437-8.

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GARLICK, BURRELL AND EDWARDS, LTD.COMMERCIAL VEHICLE SALES,
188 REGENT ROAD,
LIVERPOOL, 20.

OFFER THE FOLLOWING

QUALITY USED VEHICLES:-

- 1954** BEDFORD P6 diesel 5-ton long-wheelbase tipper, excellent condition, good tyres, etc.
1952 VULCAN 4LW long-wheelbase platform truck.
1958 BEDFORD 5-ton petrol long-wheelbase platform truck, low mileage, immaculate.
1950 BEDFORD petrol 3-ton long-wheelbase tipper.
1953 FORD petrol short-wheelbase tipper.
1951 AUSTIN Loadstar petrol long-wheelbase drop-side truck; choice of two.
1951 COMMER Superpoise P6 diesel tractor and 22-ft. trailer.
1955 BEDFORD 5-ton P6 diesel long-wheelbase platform truck.
1956 DODGE P6 diesel 8-ton tractor unit.
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1953 FORD 4D long-wheelbase drop-side truck.
1950 FORD P6 diesel long-wheelbase platform truck, in immaculate condition.

DEMONSTRATIONS arranged any time on your demonstration without obligation.
PART-EXCHANGES accepted against any of the above machines.

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GARLICK, BURRELL AND EDWARDS, LTD.
188 REGENT ROAD,
LIVERPOOL, 20.

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TOM BYATT, LTD.COMPREHENSIVE RANGE OF NEW BEDFORDS
(INCLUDING ARTICULATED VEHICLES AND
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DELIVERY.

ALSO

USED VEHICLES

AS UNDER:-

- B**EDEFORD-SCAMMELL 8-ton unit, petrol, very sound, cheap.
BEDEFORD 5-ton flat, 1949, in sound condition.

- M**AUDSLAY Twin Steer tipper, 10-ton 15-ft. body, 7.7, 1948.
B.M.C. Long-wheelbase diesel, December, 1955, perfect vehicle.

USED BEDFORD TRUCKS WANTED IN
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FENTON, STOKE-ON-TRENT.

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(NO CONNECTION WITH ANY OTHER FIRM
FOR GOOD USED VEHICLES).

- 1952** DENNIS Pax forward control, long-wheelbase drop-side body, choice of two.
1952 DENNIS Pax forward control, long-wheelbase, P6.

- 1952**, December, FORD Thames 4D, platform, excellent, 36 by 8 tyres, nice condition.

- 1949** BEDFORD 5-ton, very sound condition, drop-side body.

IVEL WORKS,

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AUTHORIZED FORD AGENTS.

- FORD** Trader 4D 10-ton chassis fitted 1,150-cu.-ft. Luton body, new and unregistered, £1,140.
NEW 4-ton FORD Trader, diesel, fitted with 18-ft. body, £950.

- CAMMELL** 24-ft. double-drop-sided trailer, fitted with 14.00 by 16 tyres, condition as new, £300.

- BEDFORD** 25-cwt. van, C licence, £175 each.

- MAUDSLAY** 8-wheeler, 9.6 engine, double drive, 24-ft. platform body, £365.

- FORD** 10-cwt. van, immaculate condition, £215.

- GUY** Other, fitted Perkins P6 engine, 14,000 miles, 36 by 8 tyres, £425.

- BEDFORD** 5-ton A-type long-wheelbase, P6 engine, £425.

- ALBION** 10-ton long-wheelbase hydraulic tipper, 6-cu.-ft. body, £225.

- FODEN** 8-wheeler, 24-ft. platform body, double-drive, C licence, £850.

- FODEN** 6-wheeler, double-drive 6LW, 22-ft. platform body, £750.

- 1948** BEDFORD 10-12-cwt. vans, £210 each.

- A.E.C.s**, fitted with 24-ft. platform bodies, 11.3 engines, £725 each.

- HIRE-PURCHASE** arranged.

CONNORTONS, 328 Brixton Rd., S.W.9. Brixton 7962.

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PERRY'S OF SOUTHEND-ON-SEA.

OFFER

A SMALL SELECTION OF THEIR
USED COMMERCIAL VEHICLES.
VANS.

- 1958** FORD Thames 10-12-cwt., painted black, extras, choice of ten, very good throughout, price of each, £400.

- 1955** FORD Thames 30-cwt., fitted with 4D engine, boxvan body, very good throughout, taxed for year, £395.

- 1956** AUSTIN A40, green, exceptional condition.

- LATE, FORD Thames 5-cwt. van, fawn, extras, £340.

- 1957** FORD Thames 10-cwt., painted grey, extras, taxed, very good throughout, £310.

- 1954** AUSTIN 7-cwt., painted blue, good condition, £170.

- 1955** FORD Thames 10-cwt., green, taxed for year, mechanically sound, £185.

CATTLE float.

- 1958**, Late, FORD Thames 5-ton long-wheelbase 6-cylinder diesel, fitted with a double-deck cattle float body, one owner, taxed for year, 2,000 miles only, immaculate, £1,350.

TRUCKS.

- 1957** FORD Thames 10-cwt., painted cream, reconditioned engine, very good throughout, £225.

- 1956** FORD Thames 3-ton long-wheelbase drop-side, 4-cylinder diesel engine, mechanically sound, £450.

- 1947** BEDFORD 2-ton drop-side petrol engine, mechanically sound, £150.

W. HAROLD PERRY, LTD.

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KENT ELMS CORNER, SOUTHEND, ESSEX.

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HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY OR IMMEDIATE DELIVERY ON ALL
THAMES MODELS.

- 1952** AUSTIN Loadstar 3-ton petrol truck, £175.

- 1954** DODGE P4, alloy body, 3-ton truck, £390.

- 1958** Thames Trader 7-ton truck, £1,000, all extras, low mileage.

- 1951** COMMER 6-yd. tipper, petrol, £290.

PERCY HENDY, LTD.

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SAYERS GARAGE, Brough, Westmorland, Brough 226.

814-282

- 1951** FORD Trader 5-tonner, P6 diesel, £250.

- NUMEROUS 5-ton tippers available.

- 25 Used vans in stock from 8 to 20 cwt.

- BARTON MOTORS (PRESTON), LTD.**, Preston. Phone, Preston 4664 (10 lines). 814-283

H. TAYLOR AND CO., LTD., offer:-

- 1956** February, AUSTIN A40 van, blue, good tyres, £310.

- 1954**, November, MORRIS J-type van, blue, good order, two extra seats, £252.

- 1956** COMMER Cob, blue, £326.

- 1951** AUSTIN A40 pick-up, blue, black wings, £150.

- 1949** AUSTIN 15-cwt. forward-control van, as it stands, £75.

- 1951** THE CRESCENT, Surbiton, Elmbridge 0081. 814-206

PERCY D. SLEEMAN, LTD.

LONDON COMMER DEALERS.

- NEW 7-ton COMMER 13-ft. 6-in.-wheelbase chassis-body, extended frame, fitted 1,925-cu.-ft. alloy Luton body.

- NEW COMMER Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform body.

- NEW COMMER 10-cwt. 13-ft. 6-in.-wheelbase chassis-cab, air brakes, 9.00 by 20 tyres, 6-speed gearbox.

- 1957** DODGE R6 Mk. II, 19-ft. body with 3-ft. drop-side.

- DODGE 105P long-wheelbase drop-side truck.

- 1953** GUY Otter 10-ton-wheelbase alloy platform, Perkins P6, 2-speed axle, 36 by 8 tyres.

- 1952** ALBION 22-ft. platform 6-wheeler diesel platform truck.

- 1950** MAUDSLAY Mustang twin-steer 22-ft. platform truck, 10.00 by 20 tyres, excellent condition.

- 1950** A.E.C. Monarch, 7.7 unit, Pilot twin-ram gear, 16-cu.-yd. tipping body.

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- 1953** GUY Otter 10-ton-wheelbase alloy platform, Perkins P6, 2-speed axle, 36 by 8 tyres.

- 1952** ALBION 22-ft. platform 6-wheeler diesel platform truck.

- 1950** MAUDSLAY Mustang twin-steer 22-ft. platform truck, 10.00 by 20 tyres, excellent condition.

- 1950** A.E.C. Monarch, 7.7 unit, Pilot twin-ram gear, 16-cu.-yd. tipping body.

- 1949** DODGE 105P long-wheelbase drop-side truck.

- 1953** GUY Otter 10-ton-wheelbase alloy platform, Perkins P6, 2-speed axle, 36 by 8 tyres.

- 1952** ALBION 22-ft. platform 6-wheeler diesel platform truck.

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- 1950** A.E.C. Monarch, 7.7 unit, Pilot twin-ram gear, 16-cu.-yd. tipping body.

- 1949** DODGE 105P long-wheelbase drop-side truck.

- 1953** GUY Otter 10-ton-wheelbase

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W. HAROLD PERRY, LTD.
STATION BRIDGE,
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- 1958 (First registered) DENNIS Max. fitted booster box, well shod, mechanically sound, £350.
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1952 THAMES 5-ton E17D boxvan, metal body with full roller-shutter at rear, £345.
1955 THAMES 3-ton E17 boxvan, £495.
1956 THAMES 30-cwt. 4D van, £45.
1956 THAMES 157-in.-wheelbase truck body, £525.
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1955 THAMES 4D 5-cu.-yd. tipper, £425.

LARGE selection of 5-, 10- and 10-12-cwt. THAMES vans always available.

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DODGE 12.11.56 103 (petrol) 5-cu.-yd. hydraulic tipper, gear, £855.
base all-alloy-
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excellent con-
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NEW AUSTIN 4-cylinder diesel furniture pantechnicon, 1,525 cu. ft., fitted twin heaters, flashers, painted blue, immediate delivery.

1955 AUSTIN 1-ton van; choice of two.

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1955 THAMES 4D Luton.

EARLY DELIVERY OF NEW AUSTIN OMNIVANS.

MARSTON MOTOR CO., LTD.

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1955 ALBION Chieftain long-wheelbase flat, choice of two.
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1954 ALBION Chieftain long-wheelbase flat.
1951 ALBION Chieftain cattle truck.
1953 BEDFORD 7-ton Luton van.
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1956 DODGE 7-ton long-wheelbase tipper.
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All above vehicles ready for service and guaranteed.

A number of THORNYCROFT Sturdy diesels, from £100 to £200, fair condition.

1951 And 1952 SEDDONS, cheap and very sound.

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1951 BEDFORD 8-ton tractor unit, Tasker coupling.

1954 BEDFORD 14-seater coach.

1955 BEDFORD CA van.

BEDFORD 10-cu.-yd. tipper, diesel.

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A.E.C. 24-cu.-yd. 8-wheeler tipper.

FODEN 24-cu.-yd. 8-wheeler tipper.

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E.R.F. 1955 4-4G, new cab, 18-ft. drop-side body, under 4 tons unladen weight.
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E.R.F. 1950 4-5G, 18-ft. alloy body.

BEDFORD 1957 S-type, fitted R6, 18-ft. flat, 9.00 by 20 tyres.

BEDFORD 1955 S-type, 4LW engine, David Brown chassis, 18-ft. flat, 9.00 by 20 tyres.

BEDFORD 1952 Luton body, 22 ft. by 7 ft. 6 in. by 8 ft. 4 in., ex Kellogg.

DENNIS 1953 Centaur, Eaton 2-speed axle, 18-ft. body.

SEDDON, 1953, Perkins P6, twin underfloor gear.

MORRIS 1952 long-wheelbase 5-tonner.

MORRIS 1949 5-ton, long wheelbase.

FOR further details of the above and new Albion and Leyland chassis, apply Stoke Garage, Copeland St., Stoke-on-Trent. Phone 47507-8. 814-323

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PRIMROSE ENGINEERING WORKS,
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June 5, 1959—THE COMMERCIAL MOTOR 75
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THE HALE, N.17.
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1958 AUSTIN Omnibus, 8,000 miles only, excellent condition; choice of two.

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1938 E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW diesel engine.

NEW vehicles.

AUSTIN, Ford, Rootes Group.

NEW and unregistered THAMES 4-ton 4D Luton van, for immediate delivery.

NEW and unregistered TRADER 5-ton 6D Luton van, for immediate delivery.

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1957 BEDFORD 7-ton diesel platform lorry, in excellent condition, £850.

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1953 BEDFORD 8-ton Scammell unit, petrol, recently fitted reconditioned engine, £235.

1952 BEDFORD 10-ton Scammell unit, petrol, £200.

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1954 FORD SUSSEX 6-wheeler, diesel, £325.

A Selection of Morris and Commer 5-ton fixed-sided

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THE NIGHTINGALE ENGINEERING CO., LTD.

NEW ATKINSON T746 tractor unit with 6LX engine and 26-ft. New York trailer, immediate delivery.

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LD02, diesel chassis.

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AUSTIN A40 pick-up truck (new engines), £180.

COMMER 25-cwt. van, £80.

FORD 10-cwt. van, £125.

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ATKINSON 1950 Model L.644, fitted Gardner 4LX engine, 16-ft. 4-in. long-wheelbase flat platform, with side boards, fitted Michelin metallic tyres, in excellent condition throughout, unladen weight under three tons.

1951 SEDDON 4-cwt. 4-wheeler, fitted Perkins P6 engine, 17-ft. flat platform, £825 to 20 12-ply Dunlop tyres, price £275.

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LEYLAND Comet forward-control drop-side lorry, in top mechanical condition, good tyres, one owner, for immediate delivery.

1951 DENNIS Lancet 1,600-cu.-ft. Luton van, condition extremely good, for the sum of £875.

DODGE 5-ton diesel long-wheelbase chassis and cab, for the sum of £225.

1949 BEDFORD 5-ton diesel chassis and cab, excellent condition, for the sum of £250.

1955 DENNIS 7-ton Centaur, fitted with an 1,800-gal. 5-compartment spirit tank, whole vehicle in tip-top condition and of modern appearance, £1,100.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsa, Portsmouth. Phone, Portsmouth 60361. 814-373

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(WALTHAM ABBEY), LTD.

Waltham Cross 2275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS,
PERKINS SIGNHOLDERS.

- 1951 FORD 5-cwt. van, reconditioned and painted.
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1954-52 BEDFORD 5-ton 5-yd. tippers, from £50-£150.
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1955 BEDFORD 7-ton long-wheelbase petrol truck.
1955 FODEN DG 6/12 6W 6LW platform. 814-405

SPRINGFIELD GARAGE,

258-260 MANCHESTER ROAD,
HIGHER INCE.

Phone, Wigan 45740.
After Hours 3035.

- 1958 SEDDON Mark 15, fullfront fibre-glass cab, 19-ft. flat, 9.00 by 20 tyres, diesel engine, Brown box; this machine is as new, small mileage, £1,050.
1958 SEDDON pick-up, 5,000 miles only, as new, £445.
1951 SEDDON long-wheelbase truck, Perkins P6, Brown box, choice of six, from £150.
1957 AUSTIN 15-cwt. minivan, very clean, choice of three, from £395.
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1956 BEDFORD A-type drop-side truck, diesel, £435.
1955, June, FORD ET6 drop-side long-wheelbase truck, very clean, £295.
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- 1957 BEDFORD 7-tonner, platform wagon, Perkins R6 engine, very good condition.
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1951 VULCAN 16-ft. 6-in. platform, £150.
1951 E.R.F. 16-ft. 6-in. platform, 4LK engine.
1950 E.R.F. 4-wheeler, 4LK engine, good general condition.
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Wan 6633.

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1954 BEDFORD 7-ton tipper, 13 cu. yd., R6 engine, £500. 814-391

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ONE 6-wheel Atkinson diesel, £575.
ONE new 20-ton low-loading trailer, £1,450.

- T. SULLIVAN, 113 Gunnery Avenue, Ealing, W.5.
Acorn 6911. 814-85

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- 1954 May, BEDFORD 5-ton long-wheelbase truck, very good, £450. High St., Uxbridge, Middx. Phone, Uxbridge 3444 (four lines). 814-301

- VIGO MOTORS.
1951 25-cwt. AUSTIN van, £110.
1947 8-cwt. BEDFORD van, £95

- 1952 BEDFORD 4-ton Luton van, taxed, £285.

- VIGO MOTORS, Walmer Rd., W.10. Ladbrooke 3051. 814-262

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Used Goods Vehicles (contd.)

- 1949 LEYLAND Comet, articulated tractor unit, fitted diesel engine and B.T.C. hitch, complete with 18-ft. trailer.
1954 BEDFORD R6 Phase 2, articulated tractor unit chassis, cab.
1955 BEDFORD R6 Phase 2, 7-ton long-wheelbase chassis, cab, with Balco extension.
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1955 COMMER 15-20-cwt. drop-side truck, 9,000 miles only. Offers invited.

- CHESTER ENGINEERING CO., LTD., London Rd., Northwich 3434.

- HALF WAY AUTOS, Arterial Rd., East Horndon, Essex, choice of sale: 7-ton S-type BEDFORD tipper with fitted 5-yd. body, very good condition, offered at £295.

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- 1948 E.R.F. tractor unit, 5LW engine, 5-speed gearbox, all good tyres, clean and ready for work, £385.

- 1949 COMMER underfloor-engine cattle float, excellent condition throughout, £125.

- ALBION 3-ton truck, 4LK Gardner engine, good condition, £150.

- FULL H.P. and insurance facilities, part-exchanges welcome. For further information, phone Heronage 394.

- 1955 BEDFORD 7-ton fixed-sided 5-cylinder tipper, diesel, Mk. II R6, 40,000 miles, complete with new rear axle, gearbox and clutch overhauled, one owner.

- 1956 AUSTIN 2.2-litre diesel van, excellent condition, unmarked, service and repair record available, one C-licence operator.

- 1951 BEDFORD 7-tonner, 10-cwt. service petrol trucks, one DOBROS (MOTORS), LTD., Main FORD Dealers, Maldon, Essex. Phone, Maldon (ex.) 535-6-7. 815-7620

- 1957 AUSTIN 7-ton B.M.C. platform with Eaton 2-speed axle.

- 1951 E.R.F. platform (choice of two).

- 1949 FODEN FG model with Gardner 4LW.

- 1952 SENTINEL 6-wheel platform.

- SUPPLIERS of new LEYLAND, Albion and Foden trucks.

- HIRE-PURCHASE and insurance facilities available.

- COMMERCIAL MOTORS (CLAY CROSS), LTD., Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302. After 6 p.m., Chesterfield 6546. Clay Cross 2364.

- ONE 1957 DODGE 106, P6, drop-side body, 8.25 by 20 tyres, 2-speed axles, etc.

- ONE 1958 B.M.C. 5-ton drop-side body, forward-control model.

- ONE 1946 THORNYCROFT Nippy, platform body.

- ONE 1948 MAUDSLAY, platform body, A.E.C. 7.7 engine.

- ONE new FORD 15-cwt. van.

- ONE 1940 MAUDSLAY Merlin, fitted 4LK engine.

- PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. (Registered) E.R.F. flat, 4LW, 5-speed box. 814-278

- 1950 MAUDSLAY, ex W.D., 4LW Gardner, chassis and cab, very cheap.

- LEYLAND twin steer tipper, 600 engine, 5-speed box, would dismantle for spares.

- LEYLAND Beaver TSC18.

- ATKINSON twin steer 18-ft. 6-in. tipper.

- 1940 ATKINSON medium-wheelbase tipper, 4LW.

- E.R.F. 4LW flat.

- GOOD cab suitable for 4LK Atkinson.

- A.L.S.O. Gardner 5LW, 4LW, 4LK, P6.

- J. W. RATCLIFFE AND SONS, LTD., Low Bank Road Garage, Ashton-in-Makerfield 7497. 814-238

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- W. JONES (MANCHESTER), LTD., 5 Marsden Court, Manchester, 4. Blackfriars 6037.

- WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers, also 20 cabs, up to 16 cwt. per vehicle.

- ONE 1956-57 prime mover, diesel, E.R.F., 6LW or similar vehicle required with B.T.C.-type hitch. Details of price, etc., to Box CM1124, care of "The Commercial Motor." 814-7604

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- WILDE AND BENNETT, LTD.

- HADFIELD, MANCHESTER.

- Phone, Glossop 2902-3.

- AFTER HOURS 2356. 814-178

- WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers. Also petrol-engined vans, trucks and tippers, 10-cwt. 7-ton, 1954-59; Bedford preferred. Cash on sight; distance no object.

- O. T. JACKSON MOTORS, LTD., 85 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 814-414

Used Goods Vehicles (contd.)

- WANTED, three 8-wheeler lorries, must have air brakes, sideboards and good tyres. Write to Bulens, Scrap Metal and Textile Merchants, Grantham, Lincs. Phone 1926 (three lines). 814-45

- LATE type vehicles required, tippers and long-wheelbases, any tonnage.

- COX'S MOTORS (HILL TOP), 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 814-36

- WANTED urgently, diesel tippers, trucks, vans, etc. Phone, Altrincham 4664. 814-350

- WANTED, buses, coaches and lorries for cash; also Gardner engines, 4, 5 and 6.

- B. ASSOCIATES, Timberland Works, Lowfield Heath, Crawley, Surrey. Horley 4336. 814-354

- BEDFORD S model wanted, smashed or burnt would do, must be cheap for dismantling. Below.

- FORD 10-cwt. van, with front smash required, must be late model.

- MEADWAY SPARES, Bordesley Green Rd., Birmingham 9. Victoria 4933. 814-355

- CASH waiting for commercial motors of all types, 4- and 8-wheelers. Tippers, flat and light vans, etc. Springfield Garage, 2a-260, Tamworth Rd., Higher, Inc. Phone, Wigan 45740; after hours, 3035. 814-356

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- 1955 BEDFORD P6 diesel 5-ton long-wheelbase truck, 2 tons 16 cwt., £1,595.

- 1957 FORD Trader 4D diesel 5-ton long-wheelbase truck, special A Western Area licence, unladen weight 2 tons 16 cwt., £1,675.

- BOTH the above vehicles in excellent condition through-out. H.P. available.

- BAKER, 98-116 Commercial Rd., Southampton. 816-7590

- NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441-2.

- SPECIAL A licence vehicle, South Wales Area.

- 1955 DODGE 7-ton Special A Midlands.

- 1955 ATKINSON 8-wheeler, Western Area.

- 1953 Bristol Special A Western Area.

- SEDDON distributors for Monmouthshire. 814-110

- 1955 RUTLAND Twin Steer, 5 tons 2 cwt., East Midland Area. £2,450.

- 1954 DODGE 106P trucks, 2 tons 17 cwt., Eastern or East Midland. £1,700.

- PETERBOROUGH ENGINEERING CO., 44 Eye Rd., Peterborough. Phone 6161. 814-174

- 1957 B.M.C. articulated Midland area.

- 1954 ALBION 8-wheels, South Wales.

- LEYLAND Octopus, 8-wheel, Midland area.

- 1954 BEDFORD tipper, South Western area.

- WOODCOCKS TRANSPORT (CHORLEY), LTD., 158 Cross Lane, Salford, 6. Phone, Pendleton 3333. 814-386

Special A-licence Vehicles Wanted

- SPECIAL A-licensed vehicle required, 3½ tons, East Midland Traffic Area, good price paid. H. C. Wilson, West Deeping, nr. Peterborough. Phone, Market Deeping 2117.

- SPECIAL A-licensed vehicles areas for sale. Wheatley and Farrows Garages, Ltd., Stamford, Lincs. Phone, Stamford 2104-5. 814-103

- WANTED 4-5-ton S licence, articulated vehicle preferred. Cropper, 2 Breeze Hill, Liverpool, 9. 814-8041

- WANTED to purchase, special A licences and vehicles, any weight, in any part of the country. WANTED articulated vehicles with special A licences, will pay very good prices.

- WILDE AND BENNETT, LTD., HADFIELD, MANCHESTER. Phone, Glossop 2902-3. AFTER HOURS 2356. 814-178

- YORKSHIRE special A licence vehicle required, 3 tons 10 cwt. upwards. Central Garage, Barnsley Rd., South Elmsall, Yorks. Phone, Elmsall 276-7-8. 814-194

- WANTED, special A vehicles with Metropolitan and South Eastern Areas. Percy D. Sleeman, Ltd., 32-34, Bridge Rd., Ealing, W.5. Ealing 7987. 814-312

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SELLERS AND BATTY (SALES), LTD., Fengeate, Peterborough (phone 4048), distributors for Northants, Hunts, Cambs and Norfolk. Early delivery all models. Part-exchange and terms. Spares and service. 814-972

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BARNARD'S, of Stowmarket, Foden sales and service throughout the Eastern Counties. Part-exchanges welcomed on any model. Phone, Stowmarket 621 (five lines). 814-655

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NOW available the Boys third axle for the Thames Trader, all models, tippers and flats. Ask your agent. 222-636

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MAIN FORD DEALERS
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EARLY DELIVERY OF ALL VEHICLES.

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1948, March. A.E.C., 9.6 diesel, preselector, 33-seater Duple coach, all good tyres, certified to end 1960, bargain to clear, £190 (no offers). Hoddesdon Motors, High St. Phone 4021. 814-753

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BOYS third axle for all Comets and Beavers. Ask your agent. 222-637

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1959 MORRIS Minor 1000 pick-up truck, green. £410. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 7667-8 and 8575. 814-342

MORRIS-COMMERCIAL 7-ton forward-control long-wheelbase, 160-in. chassis and cab (diesel), shock absorbers and helper springs. List price. The Bucks Motor Co., Ltd., Aylesbury 2:24. 814-208

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THE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractors units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchanges. Write or phone for brochure of full range to—

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All types of bodies built to your requirements. Part-exchanges and terms arranged.

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DAIMLER 5 seater, 2 doors, 1956. £1,225, in full vehicle. BAYLISS, Tim, Surrey.

DAIMLER 5 spares, good condition. MEADWAY, Birmingham.

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1956 A.E.C. Mk. III, 1951, Gurney Nutting body, 37-seater coach, all good tyres, certified to end 1960, bargain to clear, £190 (no offers). Hoddesdon Motors, High St. Phone 4021. 814-753

A.E.C. Regal Mark IV with Burlingham 37-seater body, 1951, tyres, clockwork excellent, radio, heater, loud speaker, view S.W. reasonable offer considered. Phone, Sito 1995. Ken 5088. 814-8050

1950 A.E.C. 33-seater coach, 7.7 diesel engine, 1956, one owner, owner-driver, not been used since 1956, in excellent condition throughout, tyres as new, for quick sale, £475. H.P. terms arranged. Iver 947. 814-963

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Used Passenger Vehicles (contd.)

A.E.C. Mk. III, 1951, Gurney Nutting body, 37-seater coach, all good tyres, certified to end 1960, bargain to clear, £190 (no offers). Hoddesdon Motors, High St. Phone 4021. 814-753

1950 A.E.C. 33-seater coach, 7.7 diesel engine, 1956, one owner, owner-driver, not been used since 1956, in excellent condition throughout, tyres as new, for quick sale, £475. H.P. terms arranged. Iver 947. 814-963

BEDFORD 1955 modern 13-seater coach, certificate of fitness, bargain, £595. H.P. arranged. Mrs. Hale, 7 Manor Rd., Walsall, near Sheffield. Phone, Kiveton 476.

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Used Passenger Vehicles—(contd.)

SAVILLE MOTOR SALES, LTD.

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BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 4242.

OFFER THE FOLLOWING SELECT BEDFORD COACHES FOR IMMEDIATE DELIVERY.

- 1957**, April, Super Vega 41-seater, petrol, dual headlights and demisters, radio, clock, twin fog lamps, certificate of fitness April 1964, immaculate, £1,850. **1955**, August, Vega 36-seater, petrol, Eaton 2-speed axle, radio, S.A. fog lamp, certificate of fitness April 1960, immaculate, £1,550. **1954**, October, Super Vega, 36-seater, petrol, heater, radio, certificate of fitness October 1959, immaculate, £1,550. **1953**, July, Birmingham, 35-seater, full luxury, petrol, heater, radio, S.A., certificate of fitness 1963, immaculate. **1952**, March, Vega 33-seater, petrol, heaters, luxury seats, excellent condition, certificate of fitness 1962. **1951**, August, 33-seater, full luxury, petrol, heaters, excellent condition, certificate of fitness 1960. **1950**, August, 29-seater Vista, sun saloon, reseated high-back seats, Formica to seats, reforested all interior, completely reconditioned vehicle as new, certificate of fitness 1965. CHOICE of several 29-seaters, all in excellent condition with current certificates of fitness.

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CHOICE of four 1950 BEDFORD Duple Vista 29-seater luxury coaches, Formica sides, high-back seats, flashes, etc., ex-property of Crossvilles, have been beautifully maintained, some with reconditioned engines, etc.; have been mostly used on private hire from May to September, have been well appreciated, room needed, going at knock-down prices, each £450. FIVE 1948-50 BEDFORD 29-seater luxury coaches, good condition, some with certificates of fitness, room needed to clear, from only £135. **1950**, 1954 BEDFORD 36-seater luxury coach, blue-grey, certificate of fitness 1960, only £350. **1950**, Only, 1954 BEDFORD diesel Duple Vega 38-seater luxury coach, cream and red, one owner since new, very clean and good condition, with new certificate of fitness 1960. FAVOURABLE hire-purchase available.

BRAND-NEW BEDFORD chassis, 300 diesel engine, immediate delivery.

WILDE AND BENNETT, LTD.

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Phone, Glossop 2902-3.

AFTER HOURS, 2356. 814-181

1950 BEDFORD Duple Vista 29-seater, high-back seats, all original, exceptional, certificate of fitness, £695. Severn Valley Motors, Avonmouth, Phone 2640. 814-122

1948 BEDFORD 31-seater service bus and 1948 29-seater coach, both very clean and carry certificate of fitness, finished blue, good tyres, £325 each, or offer. A. E. Palmer Motors, Ltd., 747 Dunstable Rd., Luton 51451. 814-44

1955 BEDFORD Duple 36-seater, petrol, in cream and red, one owner-driver since new, very small mileage, 2-speed axle, radio and microphone fitted, immaculate vehicle throughout, £2,550. Fernhill Heath Motors, nr. Worcester. Fernhill Heath 370. 814-46

1954 BEDFORD, reconditioned Perkins R6 fitted 36-seater luxury Plaxton body, heater, radio and extras, certificate of fitness 1964, £1,895. **1954**, Yeates Riviera 36-seater luxury body, heater, radio, etc., certificate of fitness 1960, £1,895.

BOTH vehicles have been used only on extended tours, London to the Highlands, really immaculate condition; any trial. RENTON'S luxury coaches, 522 Manchester Rd., R. Hollinwood, Oldham. Phone, Failsworth 1438. 814-295

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BRISTOL

BRISTOL single-deck 36-seater, 5LW Gardner, from £125, in first-class condition. Part-exchange on any vehicle.

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1948 CROSSLEY Willowbrook 54-seater high-bridge double-decker, certificate of fitness October 1963. THESE vehicles are available for disposal owing to our state licences and contracts having been sold. NO reasonable offer refused. H.P. facilities available.

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MEDWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 814-172

Used Passenger Vehicles—(contd.)

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1950 GUY Vixen 29-seater de luxe coach, 50,000 miles from new, royal blue, moquette seats, in excellent condition.

BEECH'S GARAGE (HANLEY), LTD., Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 814-63

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PS1, October, 1950, Duple 35-seater, exceptionally good condition, many extras. Grosvenor Coaches, Baker St., Enfield 1089. 814-411

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1952 SENTINEL 37-seater coach, certificate of fitness 1962, £750. Or exchange front-entrance similar coach. Thomas Motor Tours, Ltd., Newark 550. 816-7637

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JOHNSON'S MOTORS (RUSHDEN), LTD., WASHBROOK ROAD, RUSHDEN 3221-2.

1948, October, TILLING-STEVENS 33-seater luxury coach, bodied by Theale, 6LW Gardner engine, good tyres, certificate of fitness January 31, 1961, colours grey-green, a bargain, £400.

EXCHANGES, H.P., INSURANCE, ETC. 814-96

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SLASHING REDUCTIONS ON ALL MACHINES.

SPECIAL CLEARANCE OFFER.

OFFER FOR IMMEDIATE DELIVERY:-

A.E.C. 30-ft., 7.7 engine, fitted Plaxton Highway 39-seater bodies, brand new, rear luggage boot, two \$12 ft. seats. Telephones 235-0000, seven years' certificate of fitness, painted to own colours, special price of £4,000 each. Choice of two.

JUNE DELIVERY.

NEW BEDFORD 41-seater Plaxton, petrol, red interior, exterior colours to choice.

NEW BEDFORD 41-seater, Duple, petrol, red interior, exterior colours to choice.

NEW BEDFORD 41-seater fibre-glass body demonstrator, 1,000 miles.

SECOND-HAND VEHICLES.

BEDFORD, petrol, 41-seater Plaxton body.

1956 ATKINSON front-entrance, 43-seater Plaxton body A.E.C. Mark IV, fitted 44-seater Roe bus body, £1,800.

FODEN 33-seater full-front, fitted Whitson body.

1952 FODEN 35-seater half-cab, immaculate condition.

1951-**52** BEDFORD Vegas, 33-seaters, from £1,000 each.

BEDFORD, 31-seater Mann Egerton body, £50.

1951 COMMERS, fitted with petrol and Albion diesel engines, 33-seaters from £500 each.

BEDFORD Duple 29-seaters, just been certified to 1962, £600 each of three.

1949 A.E.C. 9-ft. fitted in 1953 with Plaxton full-front bodies, without bulkhead, 35-seaters, immaculate, £750 each.

1949 MAUDSLAY, fitted Duple and Burlington bodies, £275 each.

1949 DAIMLER, 33-seater Plaxton, £275.

1949 FODEN, 33-seater Plaxton, £300.

1932 AUSTINS, 31-seaters, £200 each.

1932 LBION double-decker, 6LW, £250.

HALF-CAB vehicles—Burlington and Duple bodies, Just fitted to 1962-1963. From £350 each to clear.

Number of 1947-48 39-seater Bedfords, from £200 each to clear.

SPARES for all types of passenger vehicles.

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PART-EXCHANGES.

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WALES: R. COWDELL, NEWPORT 59866.

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THURGOODS OF WARE.

1953 Super Vega, 39-seater, 7 ft. 6 in. wide, red interior, cream and brown outside, certified 1963.

1951-**52** BEDFORD Vegas, 33-seater, maroon and cream, high-back tubular seats, Formica sides, certified to 1962-63.

1951 FODEN (37), Gardner 6LW engine, grey and blue, excellent condition, heaters, certified to February, 1961, £950.

1950 COMMER AVENGER (33) Plaxton luxury coach, glass roof quarters and rear dome, red chair seats, exterior cream and green, one owner, certified to 1960.

1950 DENNIS full-fronted Duple (35) coach, high-back seats, blue inside and out, heater, good condition, certified to 1960.

20-SEATER BEDFORD Vista, reclining armchair seats, 1949, fitted heater, green and cream, good order.

1948 BEDFORD driver-operated door gears for Vista, £12 15s. per set; for Vega, £17 15s. plus carriage.

1948 BEDFORD Vista (29), buses 28-30.

1948 BEDFORD driver-operated door gears for Vista, £12 15s. per set; for Vega, £17 15s. plus carriage.

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ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—
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Howard 1266, PBX.

NEW COACHES.

BEDFORD SBI, oil engine, mounted with Duple 41-seater Super Vega coachwork, finished to instructions, delivery early July.

BEDFORD SBS, oil engine, mounted with Duple 41-seater Super Vega coachwork, finished to instructions, delivery early July.

BEDFORD SBI, oil engine, mounted with Plaxton 41-seater coachwork, 8 ft. wide, finished to instructions, delivery early July.

USED COACHES.
FOR IMMEDIATE DELIVERY EX-STOCK.

A.E.C.

1949 Mk. III, 7.7 engine, 6LW Gardner, crash gearbox, half-cab, finished grey and maroon, certificate of fitness 1959.

1947 Mk. I, 7.7 engine, Duple 35-seater coachwork, tubular seats, half-cab, finished grey and red, certificate of fitness 1960.

1949 Mk. II, 7.7 engine, pre-selector gearbox, 33-seater, all-weather coachwork, half-cab, high-back seats, Mark III, 9.6, crash gearbox, 33-seater, Burlingham coachwork, half-cab, finished cream and maroon, heater fitted, certificate of fitness 1962.

1947 Mk. III, 7.7, crash gearbox, full-front, 35-seater, finished cream and red.

BEDFORD.

1954 Plaxton 38-seater, glass roof quarters, upholstered in red moquette, lift-up roof ventila-

many extras, finished cream and brown.

1953 Duple 39-seater Vega, coachwork, upholstered in red moquette, finished cream and brown, certificate of fitness 1962.

1952 Duple 35-seater Vega, upholstered in red moquette, finished grey-red, very clean, certificate of fitness 1962.

1952 Duple 33-seater, courier seat fitted, upholstered in blue moquette, finished cream and blue, certificate of fitness 1962.

1949 Duple 39-seater, 7.7 engine, fitted with Perkins 6P oil engine, heater fitted, upholstered in red moquette, finished red-grey, immaculate condition; choice of three, new certificate of fitness now being obtained.

CHARTERERS General Agents, A.E.C., Bedford, Commer Dennis, Foden, Leyland and Maudslay buses and coaches, petrol and diesel, with or without certificates of fitness. Cheap to clear. Space required.

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CORNARD ROAD, SUDSBURY, SUFFOLK.

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OLYMPIA GARAGE,

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1952 ago, 37-seater, 30 ft. by 7 ft. 6 in., very clean, certificate of fitness 1962, price £1,150.

1950 E.L.C. 9-ft. Burlingham 33-seater, red interior, certificate of fitness 1960, price £900.

1951 BEDFORD 33-seater Duple, fitted glass quarters and tubular racks, green interior, cream and green exterior, certificate of fitness 1961, price £1,150.

1948 9-ft. BEDFORD Duple, 29-seater, £1,200.

1953 BEDFORD Duple Super Vega, 37-seater, radio and heater, in immaculate condition, 7 ft. 6 in. wide, price £1,850.

SILVER LINE MOTORS.

MOORLANDS,

WELWYN GARDEN CITY, HERTS.

Phone, W.G. 5494.

PLEASE WRITE FOR FULLER DETAILS.

1956 BEDFORD Plaxton 41-seater, certificate of fitness 1961, cream and green, fitted heater and radio, £1,650.

BEDFORD Super Vega 36-seater, cream and brown, fitted heater, good tyres, low mileage, £2,400.

BEDFORD Vega, cream and brown with radio, interior cream, certificate of fitness 1961, £1,350.

1948 BEDFORD Plaxton 30-seater, maroon with maroon high-back seats, certificate of fitness June, 1959, £650.

ALSO good selection of sound diesel coaches fit for contract work, from £2000.

PART-EXCHANGES welcomed, hire-purchase arranged.

814-172

A51

Used Passenger Vehicles—(contd.)

THE MILLBURN ORGANIZATION.
PRESTON, LONGTON, LANCS. 3255.
GLASGOW, BELL 0073.
CARLISLE 25422.
Passenger Vehicle Specialists.

THREE new LEYLAND Tiger Cubs, fitted Duple Donnington 41-seater full-luxury saloon bodies, can be finished to customer's instructions.

1954 BEDFORD Vega Duplex 36-seater, R6 diesel unit.

1950 COMMER Avenger 34-seater Churchill, radio and heater.

1950 COMMER Avenger with Barnaby 32-seater coachwork.

1949 A number of Duple full-luxury 31-seater bodies only, for 17-ft. 6-in. wheelbase.

1948 BEDFORD Duplex Vista 29-seater.

1948 DENNIS Lance III, 35-seater, 6-cylinder Dennis diesel power unit.

1948 AUGUST, GUY Arab, Gardner SLW 33-seater, luxury coach, certificated to August 1963.

1948 MAUDSLAY 33-seater coach, A.E.C. 7.7 units, very fine specimen, original offers.

1947 LEYLAND PD1 lowbridge 33-seater double-deck buses. Choice of three.

1947 A.E.C. Regal 7.7 Duplex 35-seater bus.

1947 November, LEYLAND PS1, fitted Plaxton and Burlingham 33-seater saloons de luxe, certificate of fitness 1960-62. Choice of two.

1946 LEYLAND PD1, fitted Roe 32-seater service busses. Choice of four.

1946 ONEWAY buses, high and lowbridge double-deck units—32-seaters, Leyland diesels, 36-seater busses, suit public-work contractors.

A few LEYLAND TSI chassis modified to PS1 standard by fitting 7.7 A.E.C. engines and gearboxes and servo-braking, fitted 1949 Duplex high-back seating luxury coachwork. These are for export, but bodies can be removed and sold, also engines and gearboxes.

ALL SPARES.

DAIMLER, GUY AND LEYLAND, TD1, 5 AND 7 MODELS.

SEATS.

A NUMBER OF COMPLETE SETS—BUS AND COACH TYPES.

MILLBURN MOTORS (PRESTON), LTD.
WALMER BRIDGE, LONGTON, PRESTON.
Phone, Longton, Lancs. 3255-6. 814-41

BARNARD AND BARNARD, LTD.

1958 BEDFORD Plaxton 41-seater, full luxury body fitted, with radio, public address system, twin heater and many other extras, in excellent condition throughout, certificate of fitness 1965.

1954 BEDFORD Super Vega, fitted with R6 oil engine, 36-seater full-luxury Duple body, fitted with radio and heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Vega, 35-seater full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD 37-seater full-luxury Gurney Nutting body, fitted with heater, good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 37-seater full-luxury Duple body, fitted with heater, lift-up roof lights, quarters, good clean condition throughout, certificate of fitness 1962.

1951 COMMER Avenger 33-seater, full-luxury Heaver body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

1951 BEDFORD Vega, fitted with a Perkins P6 oil engine, 29-seater full-luxury Duple body, side panels, in clean condition throughout, certificate of fitness 1961.

1950 COMMER Avenger 33-seater full-luxury all-weather body, fitted with heater, fixed roof, in good clean condition throughout, certificate of fitness 1960.

1950 BEDFORD Plaxton 29-seater, full-luxury Plaxton Custom body, exterior red and cream moquette, exterior cream and red in good clean condition throughout, certificate of fitness 1959.

1950 SENTINEL service bus 40-seater, Dunlopillo seats trimmed in moquette, under-the-floor diesel engine, front sliding door, rear sliding door, in good clean condition throughout, certificate of fitness November 1961.

1950 BEDFORD 29-seater, full-luxury Duple body, radio and heater, in excellent condition, certificate of fitness 1960.

1948 LEYLAND PSI full-front service bus, 32-seater, in good, clean condition throughout, certificate of fitness 1959.

We also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

PART-EXCHANGES.

HIRE-PURCHASE.

BARNARD AND BARNARD, LTD.

PLEASE NOTE THAT OUR TELEPHONE NUMBER HAS NOW BEEN CHANGED TO
SYDENHAM 222-4-5-6.
310-326 SYDENHAM ROAD,
LONDON, S.E.26.

After 5 p.m. and 12.30 Saturday, phone, Biggin Hill 330-814-318

1948 MAUDSLAY, Duple body, certificate of fitness four years, 33-seater.

1949 AUSTIN Mann Egerton body, certificate of fitness 1959, 32-seater.

1951 LEYLAND 33-seater Duple, certificate of fitness two years, 29-seater.

All these coaches are in first-class condition.

PHONE, Wallington 6648-9.

814-28

Used Passenger Vehicles—(contd.)

FRANK COWLEY.

200
BUSES AND COACHES
ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

1950 35-seater DAIMLER full-fronted full luxury coach, Burleigh body, CVD6 engine, in absolutely unmarked and immaculate condition throughout, one only, certified, £1,000.

1950 ALBION full-fronted luxury coach, Burleigh body, absolutely unmarked throughout, fitted with Albion diesel engine, a very super machine, certified, £1,250.

1950 A.E.C. full-fronted 33-seater full luxury coaches, fitted with A.E.C. 7.7 diesels, in immaculate condition throughout, certified and ready to go into immediate service, choice of six, £595 each.

1949 Daimler 33-seater coach, unmarked throughout, fitted with Dennis Big 6 diesel engine, immaculate, certified, £425.

1948 BRISTOL 33-seater full luxury coaches, fitted with Gardner SLW diesel engines and 5-speed gearboxes, low-radiator full-vision type, choice of six, £540 each.

1946 47 A.E.C. 35-seater buses, powered by A.E.C. 7.7 diesels, 1952 Willowbrook bodies, all these vehicles are equal to new in appearance, cleanliness and mechanical condition, choice of 10, certified, £325 each.

1947 A.E.C. all-new 35-seater BRISTOL buses, fitted with Gardner SLW diesel and 5-speed gearboxes, low-radiator full-vision type, absolutely unmarked throughout and in excellent mechanical condition, certified, £375 each.

1947 FODEN 35-seater, fitted with Gardner 6LW engine, in perfect condition throughout, certified, £295.

1948 FODEN 33-seater, fitted with SLW diesel engine, in excellent order and condition throughout, certified, £250.

1948 A.E.C. all-new 35-seater highbridge double-deckers, fitted with A.E.C. 9.6 diesel engines, full air brakes, certified, £475.

LYLAND 56-seater highbridge double-deckers in 100% condition throughout, with almost new bodies, certified 1962-3, ready to go into immediate service, £275.

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SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 814-276

CHARLES COPPOCK, LTD.

SERVICE BUSES,
THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

25 BUSES. 36 SEATS.

1953 all-seater bodies by B.T.C.C., seating in leather and cream, mounted on 1946 Albion GX13 chassis, powered Albon En-242 6-cylinder oil engine, certificate of fitness late 1960-61; these vehicles are in excellent condition throughout, choice of 25, price from £275 each.

20 BUSES. 36 SEATS.

1961 And late 1960 certificates of fitness, 1947 and 1946 A.E.C. MK 1 7.7 litre oil engines, crash type gearbox, 10 bodies by Brush and 12 by Saunders, front entrance, seating 36 passengers in moquette and leather, prices from £200 each.

11 DOUBLE DECKERS. 56 SEATS.

1946 A.E.C. Regents 7.7-litre oil engines, coachwork by E.C.W., choice of 11, five are lowbridge, prices from £125 to £150.

1947 LEYLAND PSI 7.4-litre oil engine Duple coach, 35 seats, exterior colours red and cream, this vehicle has just been released by a large well-known company, it is in exceptional clean condition, certificate of fitness February 1961, price £385.

1947 A.E.C. Regal 7.7-litre engine, Duple full-luxury coach, 35 seats, exterior colours red and cream, very well maintained by a well-known company, in nice clean throughout, certificate of fitness April 1960, price £385.

1947 LEYLAND PSI 35-seater bus, all metal construction by B.T.C.C., rebodied 1952, certificate of fitness August 1960, this vehicle is in very nice condition, price £125.

1946 BRISTOL 56-seater, coachwork by Charles Rows, this vehicle is in very clean condition, certificate of fitness May 1960, price £425.

With chassis Gardner 6LW, Gardner SLW, 7.7-litre, 7.7-litre, Leyland PSI, 7.4-litre, Leyland 8.6-litre. Large quantity of second-hand serviceable engines and A chassis, parts in stock for most makes of chassis.

PHONE, SALE 5633.

GRAMS. "BUSINTUS." 814-37

A.E.C. Ambassador, diesel, June 1, 1950, 33-seater, certificate of fitness 1.6.60, excellent condition, £1,500. **B.R.** 29-seater, 1950, 33-seater, certificate of fitness 10.2.63, £550.

AUSTIN petrol, June 4, 1949, 29-seat Whitson radio, A.R. & 8.000 since recondition, certificate of fitness 23.3.69, £550.

DENNIS, diesel, May 8, 1947, 35-seat, rebodied by Duple 1951, S.H. speech and radio, 5-speed and overdrive, certificate of fitness 30.4.60, excellent condition.

BEDFORD, petrol, March 30, 1950, 29-seat Duple body, certificate of fitness 26.3.60, £750.

ALL Isle of Wight operated coaches and in exce-

ptional condition for their respective ages.

CANNING DAY, LTD.

CHURCH LITTON, NEWPORT, I.W.

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THE S.M.T. SALES AND SERVICE CO., LTD.

177-205 FINNIESTON STREET,
GLASGOW, C.3.

FOR THE FINEST SELECTION OF

QUALITY USED COACHES.

BEDFORD.

1952 Bedford-Duple 33-seater coach, certificate of fitness, January 1961. Reasonably priced.

1951 Bedford-Plaxton 33-seater coach, certificate of fitness, June, 1961. Splendid vehicle.

1951 Bedford-Duple 33-seater coach, certificate of fitness, October 1960. Exterior blue, 7 ft. 6 in., very attractive machine. 1950 Bedford-Duple Vista 29-seater full-luxury coach, exterior in cream with red patterned moquette. Outstanding example of this popular model.

COMMER.

1955 Commer TS3 Duplex 41-seater full-luxury coach, exterior green and cream with attractive patterned moquette, covered seats. Many extras, including radio, excellent value.

MORRIS.

1958 (first registered October 1958) Morris diesel-engine chassis, fitted with 14-seater full-luxury coach body, exterior in red and cream with seats trimmed in red patterned moquette, covered seats. Many extras, including radio, miles and is a most attractive small luxury coach.

LEYLAND.

Choice of two 1950 Leyland Comet 33-seater coaches, both extremely reasonable in price.

1947 Leyland PSI Duple 33-seater coach from conversion. Exterior cream with fawn patterned moquette. Very fresh coach.

TILLING-STEVENS.

1951 Tilling-Stevens Strachan 34-seater semi-coach, exterior green. Certificate of fitness January 1962. Offered at extremely low price for quick sale.

Large selection of Daimler, A.E.C. and Foden 33-seater at very reasonable prices, suitable for public works contractors and workers' buses.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGES WELCOMED.

Phone, Douglas 2940. Phone, Douglas 2940. 814-41

P.V.D., LTD.

250
SELECTED BUSES AND COACHES
ACTUALLY IN STOCK AND AVAILABLE
FOR IMMEDIATE INSPECTION AND TEST.

SUPER DOUBLE-DECKERS. GUY SUPER DOUBLE-DECKERS. 6LW GARDNERS.

1946 48 A.E.C. luxury coaches, 33-35-seater Harrington bodies, full luxury Continental seats, deep cushioned type, fitted 7.7 diesel engines, certificate of fitness 1961-62, price £425-£495 each. Choice of 20.

1947 DAIMLER highbridge 56-seater 7.7 A.E.C. diesel engine, certificate of fitness end of 1961, price £325-£350. Choice of 15.

1948 BRISTOL 56-seater highbridge, double-decker, sliding windows, 5LW and 7.7 A.E.C. diesel engines. In excellent mechanical condition, choice of 15, certificate of fitness 1959-60, price £550.

1951 A.E.C. Beadle fully fronted 39-seater coaches, all-metal bodies, 30 ft by 8 ft, chassis, 7.7 diesel engines, certificate of fitness 1961, price £550. Choice of 12.

1948 Gardner engines, United Counties bodies, half sliding windows, in excellent mechanical and body condition, certificate of fitness 1959-60, price £395-£425.

1939 BEDFORD K 55-seater lowbridge, double-decker coachwork bodies, re-bodied this year, fitted 5LW Gardner engines, in super mechanical and body and paint condition, certificate of fitness 1959-60, price £200-£250.

OVER 100 high- and lowbridge double-deckers, 1960 bodies, 5LW Gardner engines, 7.7 A.E.C. 8.6 Gardner engines, certificate of fitness to 1960, prices from £195-£250.

WRITE FOR STOCK LIST.

TRADE INQUIRIES INVITED.

SPECIAL H.P. FACILITIES.

PART-EXCHANGES.

P.V.D., LTD. F.C.S., LTD.

F.C.S. WORKS.
LONDON ROAD.
DUNCHURCH, RUGBY.

PHONE DUNCHURCH 262 AND 265.

ON THE A5.

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Used Passenger Vehicles—(contd.)

KIRKBY AND SONS (SALES) LTD.CROSS ROAD GARAGE,
ANSTON, NEAR SHEFFIELD.
BEDFORD MAIN DEALERS,
NEW BEDFORD.**DUPLEX PLAXTON, HARRINGTON.**
COMPARE OUR USED VEHICLE PRICES.
FOR EARLY DELIVERY.

- 1955 36-seater BEDFORD Yeates, red interior, black and ivory exterior, fitted heater, £2,400.
 1954 36-seater BEDFORD Burlingham, red interior, fitted radio and heaters, to be recertified before delivery, choice of two, £1,900.
 1951 *36-seater MAUDSLAY, A.E.C. 7.7. Gurney Nutting, red patterned moquette, fitted heater, £1,275.
 1951 *52 choice of three A.E.C. Mk. IV Plaxton and Burlingham, all one owner from new, from £1,950.
 1949 30-seater AUSTIN Plaxton, red high-back seats, certificate of fitness 1961, £350.
 1950 33-seater COMMER, £600.
 1951 33-seater BEDFORD Plaxton, immaculate, £1,350.
 1951 32-seater AUSTIN, certificate of fitness 1960, £350.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.

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PHONE, DINNINGTON 541 (BY DAY).
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DINNINGTON 577. 814-383**DON EVERALL, LTD.**34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

- 1956 COMMER TS3 41-seater Duple Super Vega coach, 2-door, 36-seater, £2,800.
 1953 A.E.C. Mk. IV 31-seater Yeates coach, overhauled and new engine fitted, certified 1963, £2,300.
 1952 FODEN, Gardner 6LW, fitted 41-seater Whitson coach, certified 1961, £1,450.
 1951 LEYLAND Royal Tiger 40-seater Beccles coach certified 1961, £1,600.
 1951 LEYLAND PS1 37-seater Burlingham coach, certified 1961, £1,700.
 1950 LEYLAND Comet 33-seater Plaxton coach, just overhauled and in excellent condition, £775.
 1950 DENNIS 6-cylinder diesel 33-seater Whitson coach, certified 1960, £750.
 1950 COMMER Avenger, 33-seater Thurgood coach, being reconditioned, £800.
 1950 FODEN Mk. II, 2-stroke engine, 39-seater Bellhouse-Hartwell coach, new engine recently fitted, certified 1963, £1,000.
 LARGEST selection of 39-35-seater petrol and diesel coaches in stock at competitive prices.
 SEND for list giving full particulars, prices, etc.

HIRE.

33-SEATER half-cab diesel coaches for hire on monthly terms.
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NIGHTS AND WEEK-ENDS, 32347 AND 22293.**DON EVERALL, LTD.** 814-130**ARLINGTON MOTOR CO., LTD.**

DUMBALLS ROAD, CARDIFF.

Phone, Cardiff 30641.

- 1952 A.E.C. Mk. III, fitted with full-front 37-seater coach body by D. J. Davies, finished in red and cream, fitted with radio and heater, certificate of fitness October, 1961.
 BEDFORD Duple Vega 33-seater coach.

- 1951 A.E.C. Regal, 9.6 engine, crash box, 33-seater Burlingham, radio and heater.
 BEDFORD 29-seater Vista, high-back seats, choice of two.
 1947 29-seater Duple Vista.

LEYLAND PS1 33-seater Burlingham.

PHONE, CARDIFF 30641. 814-199

COMBERHILL GARAGES, LTD.

INGS ROAD, WAKEFIELD.

NEW BEDFORD SB3 diesel 41-seater Plaxton, Triplex quarter lights, completion to order for June.

NEW BEDFORD 41-seater Plaxton Consort Mk. IV, heater, radio, for completion June.

NEW 1959 ATKINSON L644 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.

1958 COMMER TS3 diesel 41-seater Plaxton Consort, 39-seater, 4-cylinder, £1,000.

1956 COMMER TS3 diesel 33-seater Plaxton Consort, Triplex quarter lights, ivory-black.

1953 LEYLAND PS2-3 (9.8-litre) 35-seater Harrington, radio, heater, £1,000.

1950 BEDFORD 33-seater Plaxton Consort, 39-seater, radio, heater, £1,000.

1948 LEYLAND PS1 (7.4-litre) 33-seater Burlingham, heater, certified 21.5.61, £415.

1947 33-seater PLAXTON (De Dion-Bouton 6-litre) 33-seater Plaxton full-front cream-green.

1947 LEYLAND PS1 33-seater full-front Burlingham Sundown, certified, ivory and black, £550.

1947 BEDFORD Vista 29-seater Duple, ivory-blue, certified, heater fitted, choice two.

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Used Passenger Vehicles—(contd.)

COACHES AND COMPONENTS, LTD.469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

- 1957 BEDFORD 41-seater Super Vega (petrol), red moquette, exterior cream-red, heater, fuel filter lock, certificate of fitness 1964; choice of four.
 1955, fast, fabric moquette, exterior cream-red, Perspex roof vents.
 1955 COMMER Contender Harrington, grand condition.
 1954 March, BEDFORD 36-seater Super Vega, red moquette, exterior cream, glass roof quarters, heater.
 1952 BEDFORD 33-seater Super Vega, green moquette, exterior grey-green, sliding roof, clock.
 1952 January, BEDFORD 37-seater Gurney Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January, 1962.
 1950 MAUDSLAY, A.E.C. 7.7. engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior cream and maroon, white, certificate of fitness to December, 1959.
 1949, May, CROSSLEY, 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1958.
 1949, June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1958.
 1949, July, AUSTIN 29-seater Whitson, autumn time moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.
 1948-49 DENNIS Lancet III, 33-seater Duple body, red moquette, exterior cream-maroon, certificate of fitness to 1961; choice of two.
 1948, May, DENNIS Lancet III 33-seater Vista, luxury sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness April, 1963. 814-55

Used Passenger Vehicles—(contd.)

E. J. BAKER AND CO. (DORKING) LTD.COACH SHOWROOMS AND SERVICE STATION,
TRADING ESTATE, FARNHAM, SURREY.PHONE 8 A.M. TO 6 P.M. FARNHAM, 4626-7.
AFTER 6 P.M. FARNHAM 4481.

- 1953 BEDFORD Duple 37-seater, red interior, heater, certificate of fitness 1963, £1,850.
 1953 BEDFORD Yeates 35-seater body, green interior, lift-up roof vents, green and cream exterior, £1,750.
 1951 BEDFORD Duple 33-seater, choice of several, blue, red interiors, certificate of fitness 1961, from £1,050.
 1949 BEDFORD Vista, high-back seating, fitted heaters, choice of two, from £575.
 1949 FODEN 6LW, Bellhouse-Hartwell 33-seater body green interior, certificate of fitness 1959, £250.
 1949 BEDFORD Mk. IV bus 28-seater, certificate of fitness 1960, from £1,125.
 1947 December, LEYLAND PSI, fitted Duple 35-seater body, red interior, certificate of fitness November, 1960, £450.
 1946-47 MAUDSLAY A.E.C., fitted 33-35-seater bodies, choice of several, good runners, from £325.
 1946-48 BEDFORD Vista, from £195.

WE ALWAYS HAVE A GOOD SELECTION OF

VEHICLES SUITABLE FOR

TRAVELLING SHOPS AND WORKMEN.

WE INVITE YOUR INQUIRIES.
HIGH-BACK CONVERSIONS, TRIMMING, PAINTING
ACCIDENT REPAIRS AND CLEANING
SPEEDILY EXECUTED. 814-77**BIRD'S COMMERCIAL MOTORS, LTD.**BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

PHONE 3222-3-4 AND 2136.

GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.

- FIVE A.E.C. Regent Mark III double-decker buses, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 50-seaters, with Dunlopillo seating metal bodies, 900 by 20 cylinder seats, 1948-50, £1,250.
 FIVE LEYLAND double-decker buses, fitted with O600 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seaters with Dunlopillo seating, metal bodies, 900 by 20 tyre equipment, 1948-50, £1,250.
 CHOICE OF FOUR BEDFORD 29-seater coaches, Duple bodies, year of registration 1948, 1949 and 1950, very good condition.
 TWO 1951 A.E.C. Regal Mark IV coaches, underfloor heating, full luxury bodies, first-class condition.
 FIVE DAIMLER double-decker buses, year of registration 1945, certificate of fitness to 1961, very good condition.

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AND

PRICES ON APPLICATION. 814-88

ERRINGTONS OF EVINGTON, LTD.

NEW A.E.C. Reliance Roe, front entrance, 41-seater luxury body, painted to requirements, 2-3 weeks delivery.

NEW BEDFORD, Commer, A.E.C. Reliance, with 41-seater coachwork, June delivery.

1953 BEDFORD Yeates Riviera 36-seater, fitted lift-up roof vents, heaters, etc., certified 1963.

1951 DENNIS Lancet III Duple 35-seater, full-fronted coach body, no bulkhead, certified October, 1961, £875.

1948 MAUDSLAY (A.E.C. 7.7), fitted 33-seater full-fronted coach body, no bulkhead, certified October, 1961, £325.

1948 LEYLAND PSI, fitted Portsmouth 35-seater coach body, certified October, 1963, £450.

ALLL IN EXCELLENT CONDITION.

PART-EXCHANGE, HIRE-PURCHASE.

EVINGTON, LEICESTER.

Phone 38102-3. 814-203

TAYLORS (GLOUCESTER), LTD.MAIN FORD DEALER,
WORCESTER STREET,
GLOUCESTER.

Phone 22228.

1958 BEDFORD 41-seater, Plaxton body, heater, small mileage.

BEDFORD 37-seater, heater, very clean, certificate of fitness November, 1963.

1952 Mk. IV, Seagull body, new engine and Bänker drum.

1952 average.

1950 COMMER Avenger, Plaxton body, 35-seater. 814-7569

JACK DEACON offers:-

1950 31-seater luxury full-fronted SEDDON, £250.

1947 (Three) A.E.C. 33-seaters, £200 each.

DEACON'S GARAGE, Dorchester-on-Thames. Phone: Clifton Hampden 217. 814-209

A53

Miscellaneous Vehicles—(contd.)

CATTLE CONVEYORS AND HORSEBOXES

1954 (Late) DODGE 7-ton diesel chassis-cab, Eaton 2-speed axle, tyre equipment nearly new, fitted with brand-new platform body and brand-new container type cattle float body that will take 12 beasts and approximately 800 lbs; double-deck, extremely well built, grained mahogany interior, £1,500.

CHURCH ROAD MOTORS, Main Dodge Dealers, Hadleigh, Essex. Phone 57271. After hours, Great Wakering, Essex. 275. zzz-672

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REAR dump. Euclid available. Box CM0916, care of "The Commercial Motor." 814-7583

EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING.

CUNDEY AND STEWART, LTD.

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES. SPARES AND TYRES.

A LFRON, DERBYSHIRE.

PHONE, LEABROOKS 477. zzz-690

AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, first-class condition available. Specification and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southgate, London. Phone, Bishop's, Waltham 133. Cables, Morganspare, Southampton. zzz-928

C. M. SWORDER (MOTORS) for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studebaker, London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe. 4078. zzz-651

1958 DENNIS MAX, very small mileage, 5-speed gearbox, £250. Doncaster 4710. 814-7596

LOW-MILEAGE Bedford QL, unregistered, in good condition, £125 each. Also Bedford QL winch condition at £175. Malins Motors, Ltd., Woodside, Ewell, Oxon. Phone, Ewell 62. 814-320

FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-611

H. A. SUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 3-ton forward-control chassis-cab, diesel, fitted with 1,075 c.c. Luton body, ready and awaiting painting.

AUSTIN LD2 30-cwt. chassis, petrol, fitted with Luton body, 650 c.c., ready and awaiting painting.

ALWAYS a large selection of **AUSTIN** trucks and vans from 3 cwt. to 5 tons.

H. A. SUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12. Hillside 5272, ext. 22. 814-39

ALWAYS a good selection of pantechnicons and boxvans from 900c.c.-200-cwt. Guy, Vauxhall, Austin, Morris, etc. Contact the van specialists, Almett, Gosses (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667. 814-78

1950 BEDFORD, registered October, 1,100 cu. ft., well deck, £350. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 814-92

BEDFORD-SCAMMELL articulated pantechnicon trailer, 1,100 cu. ft., in immaculate condition, tractor unit available if required.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Stevenage 175. 814-212

BEDFORD 1950 Luton van, walk-in tailboard, 1,200 cu. ft., £285.

WALKERS FILLING STATION, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 814-423

AUSTIN K4 Luton, 1946, Brew Bros., 311 Trinity Rd., Wandsworth. Bat 5573. 814-372

MOBILE SHOPS CANTEENS, ETC.

MOBILE publicity and photographic unit built on Austin coach chassis late 1952; fully equipped photographic darkroom, many extras including Tannoy broadcasting equipment and display facilities, living accommodation for two personnel, length 26 ft. 6 in., good condition, low mileage. Offers to Box CM111, care of "The Commercial Motor." zzz-1111

WE carry a good stock of coaches suitable for converting to travelling shops. Inquiries welcomed.

E. BAKER AND CO. (DORKING), LTD., Farnham, Surrey. Phone, Farnham 4626. 814-76

IMMEDIATE delivery **AUSTIN** 151 Martin Walter ice-cream van, 750 c.c. dito; mobile shops few hundred miles only from £700. Lists and photographs. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 814-54

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VARIOUS stainless steel tanks and tankers for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. zzz-696

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A58

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D. G. GILMAN, Clerk of the County Council, County Offices, Matlock, Derbyshire. 814-28

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G. N. C. SWIFT, Clerk of the County Council, The Courts, Carlisle, May 25, 1959. 814-16

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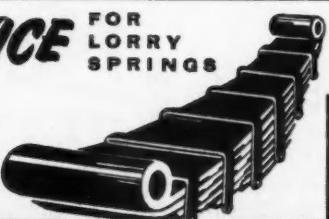


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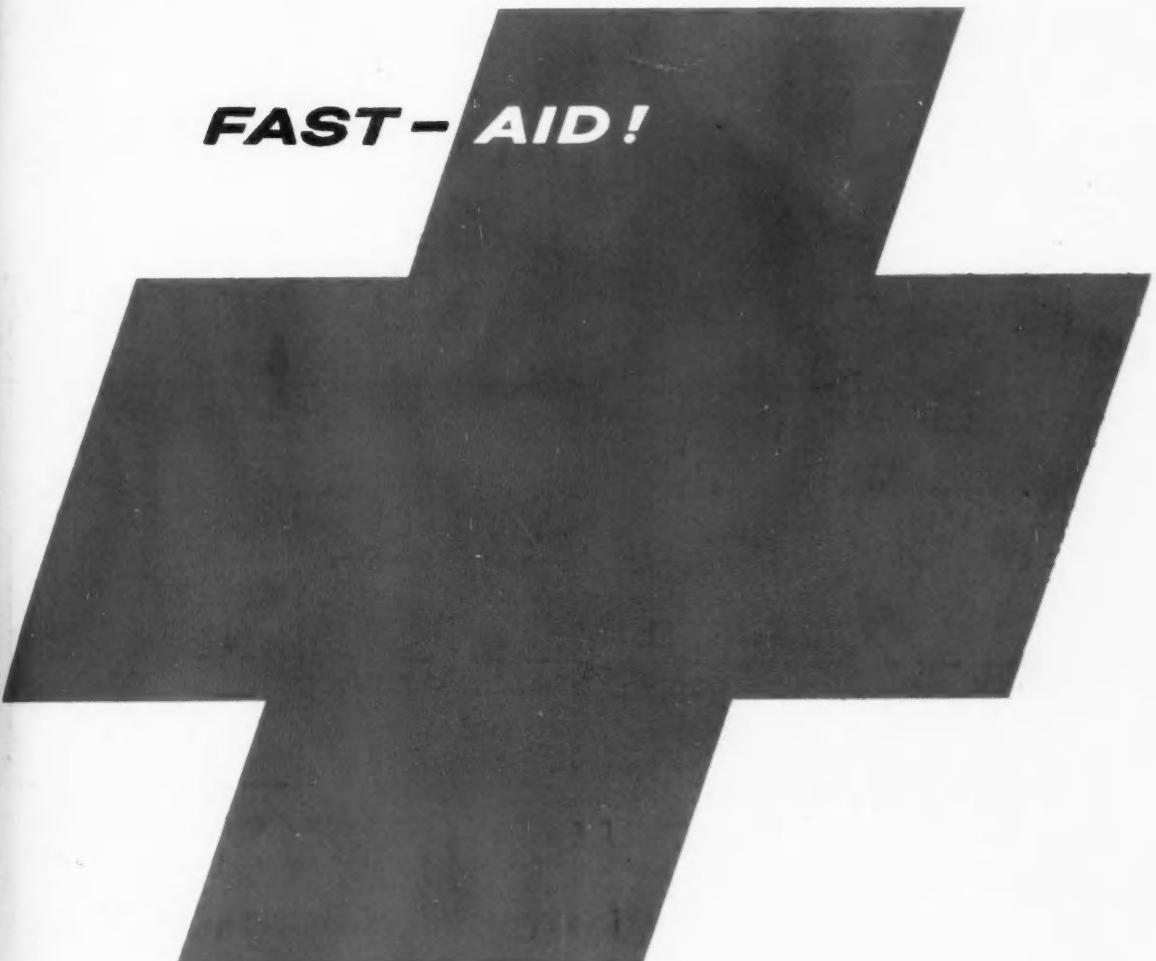
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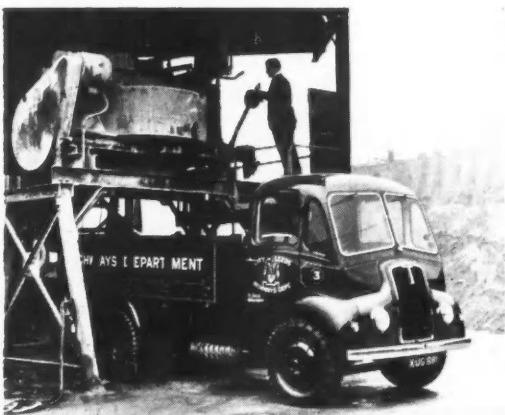
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